

V ATLANTIC FISHERMAN

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MAY 25, 1942

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MAY, 1942

NO. 4

SAVE MATEY.
THERE'S LOTS O' WAYS TO MAKE YOUR ROPE
LAST LONGER, AND THE BEST WAY IS TO
BE MIGHTY CAREFUL IN YOUR SELECTION.

YES, rope conservation is here—as definitely and as surely as rubber, tin and wool conservation. For this reason, we are presenting in this and subsequent advertisements the basic rules of rope conservation. We have grouped them under five headings—proper Selection, Storage, Handling, Inspection and Safety Precautions. By following these few common-sense rules, you will be able to extend the useful life of your Manila rope far beyond ordinary expectations.

6 WAYS TO SAVE ROPE BY PROPER SELECTION

1. Avoid all "bargain" rope. The "bargain" often goes no deeper than the price tag, and such rope may prove not only more expensive in the long run, but may actually be unsafe.
2. Select a nationally-known rope that is both correctly lubricated and water-proofed—first essentials for long wear.
3. Select the largest size rope available and permissible for the job. (Don't, for example, make a $\frac{1}{2}$ " rope do the work if a 1" rope is available and can be used for the job.)
4. Select a rope with an ample safety factor. (Safe working-load is one-fifth the tensile strength. Never underestimate the weight of a load.)
5. Select the correct lay or construction for the job to be done.
6. "For the Duration"—select Sisal rope whenever it is possible to use Sisal safely. (The strength of Sisal is approximately 80% that of Manila.)

This advertisement is Number One in a series to appear on rope conservation. Until the time when anyone may again freely purchase Columbian Tape-Marked Pure Manila Rope, we are offering these suggestions to aid in securing maximum service from any Manila rope now in use or any rope of other fibres that may be purchased.



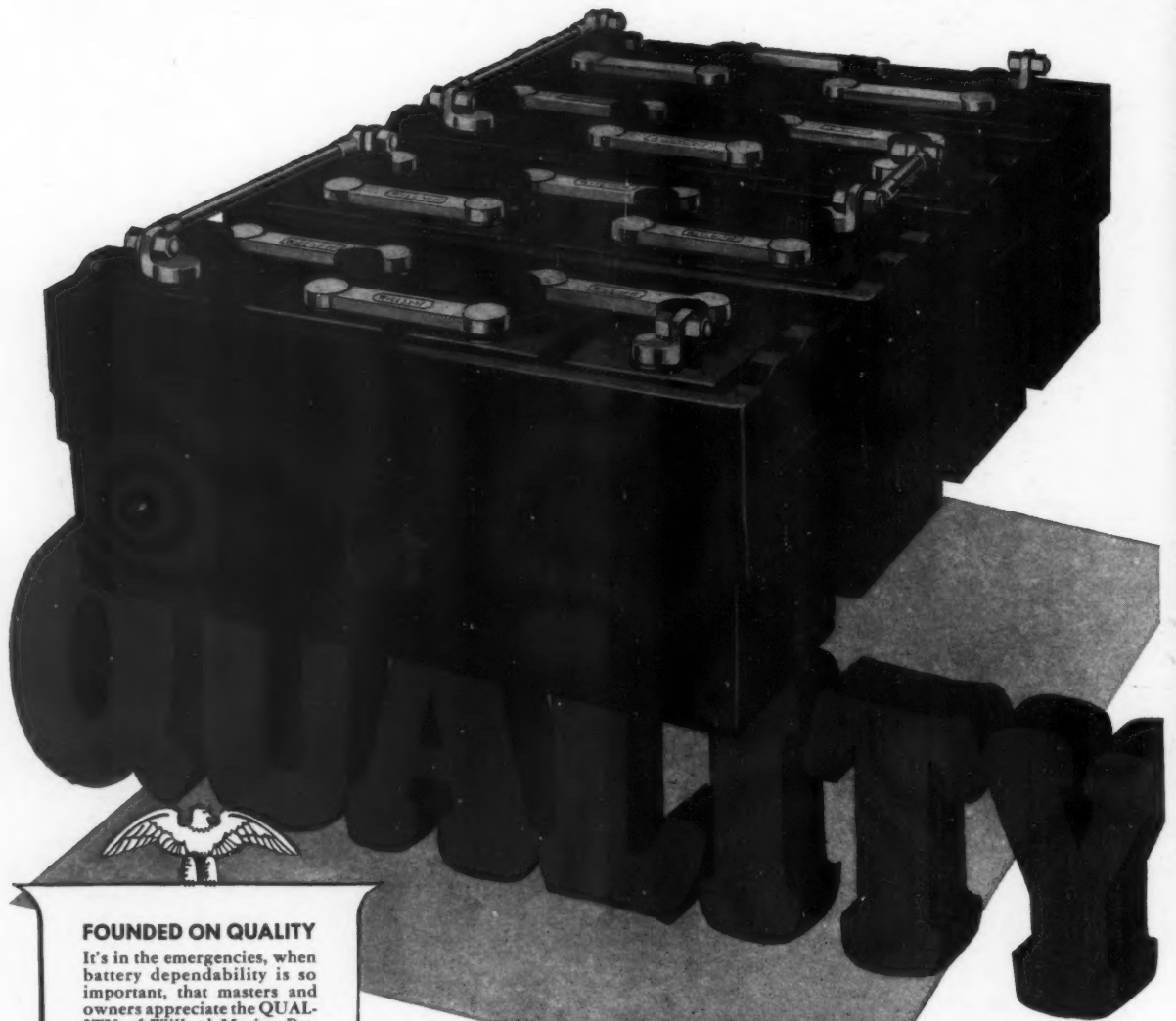
COLUMBIAN Rope

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City", New York

Boston Office and Warehouse

38 Commercial Wharf

ATLANTIC FISHERMAN



FOUNDED ON QUALITY

It's in the emergencies, when battery dependability is so important, that masters and owners appreciate the QUALITY of Willard Marine Batteries. Willards meet both the rigid U. S. Maritime Commission Specifications and our own exacting standards for the following applications:

Alarm Systems, Auxiliary Light and Power, Communicating Systems, Engine Starting, Direction Finders, Ignition, Fire and Smoke Detectors, Radio Telephones and Other Marine Applications.

The added protection of Willard "Safety-Fill" and "Non-surge" constructions are available. Specifications on request.

Willard  **Willard**

• have the power to carry on!

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO



OFF TO THE FIGHTING FRONTS

THIS vast war has a thousand battle-fronts on which "Caterpillar" Diesel-powered equipment can help — and is helping.

Whereas most machines are built for but one purpose or field, "Caterpillar" Diesel Tractors, Engines and Electric Sets are born with the versatility to handle innumerable jobs in a wide range of activities: On construction projects for carrying out the broad strategies of war; in industries providing needed war materials and implements; along the supply lines; and on the actual fighting fronts themselves.

"Caterpillar" products are ideally suited to this kind of war — a war of machines operated by a fighting force of highly trained specialists.

And since they are fundamentally sound in their present design — proved over and over to do a good job no matter what the assignment — there is no delay in turning "plowshares into swords" . . . no loss of time for factory retooling or change-over from one type of production to another. The "all-clear" signal has been set — and spiked down — toward the all-out effort of *winning the war!*

CATERPILLAR DIESEL

REG. U.S. PAT. OFF.
CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

TO WIN THE WAR: WORK — FIGHT — BUY WAR SAVINGS BONDS!

SOME "CATERPILLAR" BATTLE-FRONTs

TRACTORS AND MOTOR GRADERS: Building and maintaining basic, training and combat flying fields; naval bases and shipyards; military bases, roads, cantonments and proving grounds; coast defenses; aircraft, engine, ordnance and munitions plants.

Helping the oil, lumber, mining, steel and other basic industries to provide vitally needed raw materials.

Aiding the transportation of supplies.

Erecting field fortifications and gun emplacements; throwing up earthworks and tank obstructions; filling bomb craters; clearing spaces for troop concentrations and movements; digging trenches; building dams for water supplies and defense floodings; moving heavy artillery, disabled tanks and other fighting equipment in combat zones.

ENGINES AND ELECTRIC SETS: Providing light and driving machinery on construction, oil drilling, mining and other projects; in war-industry factories, sawmills, machine and repair shops.

Providing light and power for air, naval and military bases, anti-aircraft defenses.

Providing propulsion power for many types of small essential watercraft; auxiliary and emergency light and power for combat, supply and other larger ships.

HOW LONG WILL IT STAND ?



and WHAT IS THE LIFE OF AN ATLAS DIESEL?

When Eiffel Tower was dedicated, the designer was asked how long he thought it would stand, and he replied: "Just as long as they give it a coat of paint occasionally to keep it from rusting!"

We have often been asked the question: "What do you consider the life of an Atlas Diesel?" That is a very difficult question to answer . . . because we have never known of an Atlas Diesel which was "worn out."

The first Atlas Diesel built has powered a large ferry boat since 1916, and in the intervening years has piled up in excess of 80,000 operating hours. It has had good care and apparently will render many more years of useful service.

So answering the question: "How Long Will an Atlas Diesel Last?" — We do not know! As long as the engine is properly lubricated and maintained, its life is practically indefinite.

ATLAS IMPERIAL DIESEL ENGINE CO. OAKLAND, CALIFORNIA

NORTHWESTERN DIVISION . . . 69 COLUMBIA STREET, SEATTLE, WASH.
EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N.Y.
CENTRAL DIVISION . . . 228 NORTH LA SALLE STREET, CHICAGO, ILL.
SOUTHWESTERN DIVISION . . . 3726 NAVIGATION BOULEVARD, HOUSTON, TEX.

The 132' ISLANDER now runs between San Pedro and Terminal Island, California. It has a carrying capacity of 30 automobiles and 400 passengers.

The first Atlas Diesel ever built was a 6 cylinder model, 11' bore x 14" stroke, rated 250 H.P. at 250 R.P.M. It is of the four cycle, solid injection, heavy duty type.



2 TOUGH DIESELS

THAT ARE BETTER THAN THEIR BOAST!

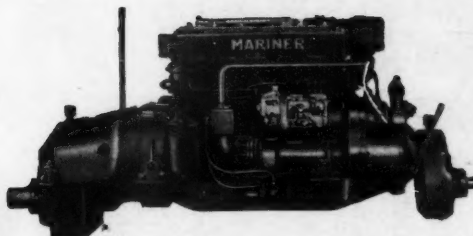
Important to anyone who is thinking of getting the advantages of diesel power in his boat is this fact:—Mack Mariners, the finest diesels built, are *conservatively rated on a continuous duty basis*. When you buy a Mack Mariner you get full-power, sustained performance. *Plus the advantages of 4-cycle efficiency and Lanova controlled-combustion!* Mack Mariners give smooth-flowing, shockless power—they are specially built for heavy duty. Drop a postcard today for complete information.

Mack Manufacturing Corp., Marine Engine Division, L. I. City, New York

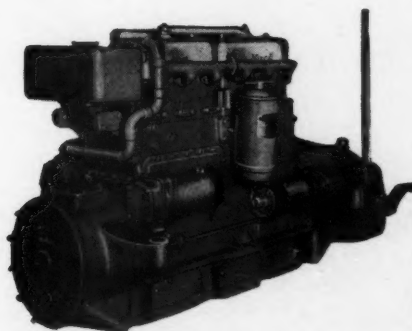


GOING DIESEL? —
BETTER GO MACK!

★ MACK MARINE ENGINES ARE A
PRODUCT OF THE BUILDERS OF WORLD-
FAMED GASOLINE AND DIESEL-POWERED
TRUCKS, BUSES, AND FIRE APPARATUS



MACK MARINER 605 W FOR WORK BOATS,
100 sustained h.p., at 1500 R.P.M. Bore
4 $\frac{1}{2}$ ". Stroke 6"—6 cylinders, Lanova
combustion.



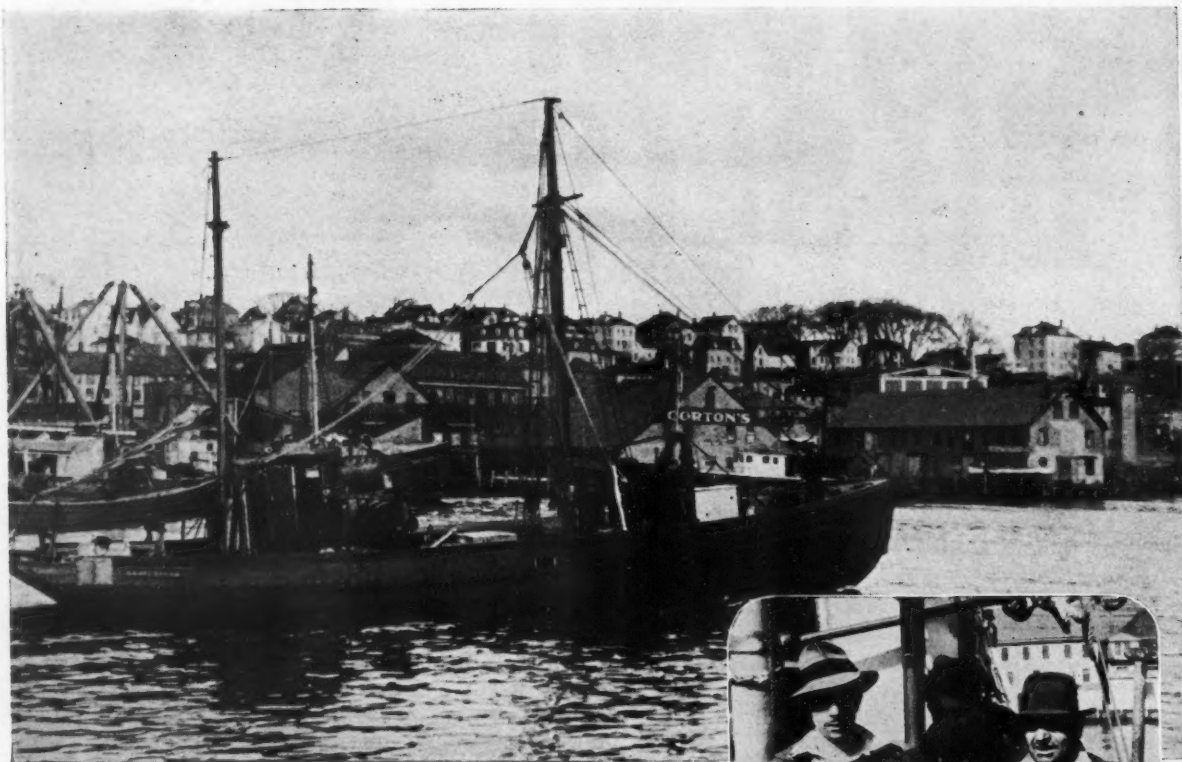
MACK MARINER 457 W FOR WORK BOATS,
70 sustained h.p., at 1500 R.P.M. Bore
4 $\frac{1}{4}$ ". Stroke 5 $\frac{3}{8}$ "—6 cylinders, Lanova
combustion.



Mack

DIESEL MARINE POWER

ELIZABETH A OUT OF GLOUCESTER



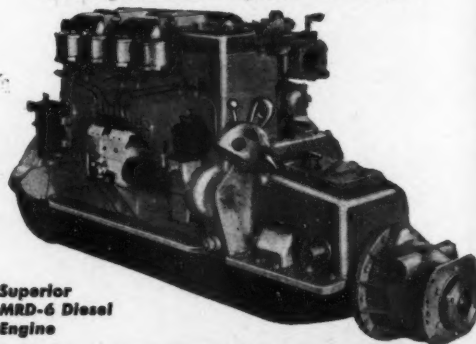
The "ELIZABETH A", out of Gloucester, is owned by Sam B. Lochirco. She is powered by a SUPERIOR Model MRD-6 Diesel sold by the Walter H. Moreton Corporation, Boston, Mass.

Like many other New England boats the "Elizabeth A" turned to SUPERIOR for that dependable, economical power which is a prime requisite in any good fishing craft.

Performance records in hundreds of these craft, not only on the Atlantic but in the Gulf and on the Pacific, show that the fifty years of engine building experience behind every SUPERIOR Diesel Engine gives the utmost in satisfactory, all-around efficient performance with economy.



Left to right: Sam B., Joseph and Vito Lochirco



Superior
MRD-6 Diesel
Engine

THE NATIONAL SUPPLY COMPANY... SUPERIOR ENGINE DIVISION

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas; St. Louis, Mo.; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass. FACTORY: Springfield, Ohio

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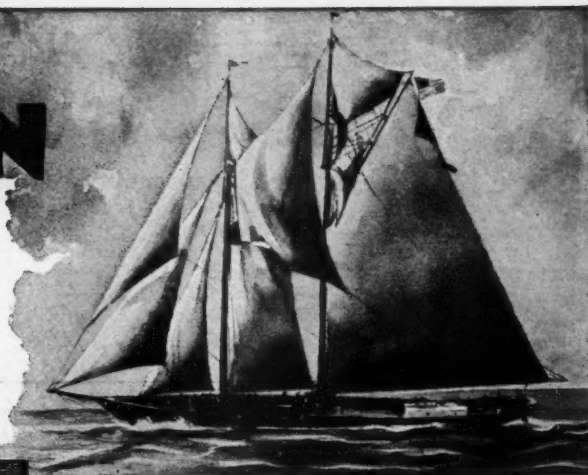
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Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXIII

MAY 1942

NO. 4

Invest Regularly in War Bonds for Victory

SINCE the Defense Savings Program was launched in May 1941, events of far-reaching importance have occurred.

To preserve our very existence we have been compelled to wage war upon far-flung battle lines. To maintain these lines, the President has said that during 1942 we must produce over 60,000 planes; 45,000 tanks; 20,000 anti-aircraft guns; 8,000,000 tons of shipping; in addition to mobilizing, training and equipping millions of fighting men. Upwards of 50% of our total productive capacity and an equal share of our national income must be diverted to making war materials.

This has meant a tremendous increase in the magnitude of the financial problem facing the Government. Reliable estimates indicate that during the next fiscal year, that is from July 1, 1942 to June 30, 1943, we shall spend in the neighborhood of 60 billion dollars.

The Revenue Act as it comes from Congress will determine how much of the money needed to finance the war is to be raised by taxation. The balance must be borrowed by the Treasury. In all probability, we shall have to borrow upwards of 35 billion dollars between now and this time next year.

If the Government is compelled to go to the commercial banks for the bulk of these funds, the result will be to increase inflationary tendencies which are already serious. This is true because when commercial banks buy Government Bonds they do not pay for them with actual cash taken from their vaults, but by placing on their books newly created deposits to the credit of the Government. When the Government draws upon these deposits to pay for the goods and services it buys, the purchasing power of those to whom these payments are made is increased without any decrease in the purchasing power of those from whom the money is borrowed.

When bonds are purchased with savings out of current income, on the other hand, such savings help to reduce excess consumer income which if spent for a limited supply of consumer goods would tend to force prices up. It is for this reason, among others, that we are going directly to the people for as much as possible of the money needed for the war.

Goal Is Set

We have, therefore, set as our goal for the twelve month period beginning July 1st, the sale of United States Savings Bonds, Series E, F and G, having an initial cost value of not less than \$12,000,000,000. This will be equal to slightly more than 10% of our estimated national income during this period.

Sales of Defense Bonds during the period May 1941, through March 1942, amounted to \$4,860,000,000, or an average of approximately \$440,000,000 per month. If we are to reach our

goal, an average of a billion dollars a month, we shall have to increase this rate of sale by approximately $2\frac{1}{2}$ times. This should not be difficult to do in view of the rapidly increasing national income and in view also of the fact that the supply of many commodities upon which people would normally spend their income will be restricted by the demands of war production.

The most effective, single method for promoting the systematic purchase of United States Savings Bonds is through the payroll savings plan. Already nearly 50,000 firms in the United States employing a total of almost 20,000,000 people have made such plans available to their employees.

10% of Income Needed

Time is short. The ever-increasing demands of our war machine create an urgency that we cannot escape or evade. To raise the billions which we now need to win the war, and to do all in our power to check inflation, we must raise our sights. It is suggested, therefore, as a total or quota for those administering the payroll savings plan, that at least 10% of gross payroll be set aside by the employees for the purchase of United States Savings Bonds.

Fishing boat crews who work on a share basis, and those who operate a one-man business, should plan individually to invest at least 10% of their earnings.

We are still a long way from that goal. Among the nearly 50,000 firms having a payroll savings plan the average participation at the present time is about 45% of the employees. The average monthly saving is about \$7.50 per capita, representing in the neighborhood of 4.8% of the pay of those participating. In other words, if we consider ALL of the employees of all the participating firms, only a bit more than 2% of the gross payroll is now being invested in War Bonds.

We must go forward now on two fronts: First, we must increase the percentage of people participating in savings to at least 90% of the total number. Second, we must encourage everyone to increase their average monthly allotment from about \$7.50 per capita to an average of nearly \$20 per capita.

Of course, it is realized that a flat 10% allotment of individual wages and salaries by all people will not accomplish this purpose. It does not take account of individual differences either as to income received or personal and family responsibilities. Some individuals will be able to set aside a good deal more than 10% of their pay; others less. The overall result, however, should equal 10% of the gross payroll.

In conducting a drive for increased participation at higher rates of saving, the friendly, active co-operation of the individuals themselves is of the utmost importance.

Federated National Association Proposed

John H. Matthews, Chairman of Fishery Advisory Committee, Stresses Need for Organizing Industry

TRADE associations have become an integral part of American business, occupying an important place in the economy of the industry or trade that they represent. Executives of many corporations who formerly never gave any attention to trade associations have come to realize what the value of an association is to their business. They have become so important in American business life that leading universities now offer courses of instruction on Trade Associations, a subject, until recently, almost completely ignored by educational institutions.

A national trade association is not unknown to the fisheries industry. The United States Fisheries Association (U.S.F.A.) was organized in 1919 at the suggestion of Herbert Hoover, who, at that time, was in close contact with the leaders of the industry through their connection with the Food Administration during the World War. During the years that followed, and up to the enactment of the National Recovery Act, the U.S.F.A. functioned as the representative of the industry, worked and fought in its interests and gained for the fisheries a place in the industrial world it had never before enjoyed.

With the advent of the N.R.A. and the adoption of Codes of fair competition, the activities of the United States Fisheries Association and several local associations were superseded by Code Authorities, and many of the organizations never recovered. In some areas, however, new local associations have since been organized and it is these new associations, together with those that survived the Code days, that have been protecting the industry's interests during the last few crucial years.

Because the industry had no representative national organization, Secretary of Commerce Roper, in 1935, organized the Fishery Advisory Committee and appointed to membership on that committee representatives of the industry from all major sections of the country. While the committee has acted in an advisory capacity to the Secretary of Commerce and now functions in that capacity to Secretary of the Interior Ickes, to whose Department the Fisheries Bureau was transferred, it is not the representative of the industry per se.

Fortunately, for the industry, however, some of the members of this Committee are executives of local associations. They have given the Committee the benefit of their knowledge and experience, which has been invaluable in guiding the Committee in its work of dealing with many intricate problems, some of which required a great deal of diplomacy and hard work to bring to a successful conclusion.

Under conditions as they exist in Washington today, it is absolutely essential that the industry have a co-operative organization to represent and protect the interests nationally, if the industry is to receive, at the hands of the government, the consideration it merits. Recognition of the fisheries as an essential war industry has been accorded by the Government. Priority ratings have been granted the industry for securing materials for the repair of vessels and certain shore plants.

On the other hand, many other matters vital to the industry that have been proposed are tied up in governmental red tape. Politics are playing an important part in preventing the industry from eliminating abuses and from developing its potential services to the nation at war.

To solve these problems and a hundred others requires the co-operation and backing of the entire industry. The job is too big and too important, and the cost too great, for the industry at large to depend upon, or to expect the representatives of two or three local groups to carry its burden.

Practically every profession, trade and industry has its National Association. The objectives and the activities of most



John H. Matthews

such organizations are intended to foster, protect and advance the interests of those whom they represent. The principal activities of some Associations include technical and industrial research, gathering and compiling statistics, labor relations, accounting methods, public relations, legislation and many others which aim to benefit the membership.

There are many types of National Associations. Some consist of individual memberships, such as the Stationers' Association; some are made up of groups of individual memberships interested in various phases of an industry, such as the Cannery Association; some operate on the principle of federation, like the American Federation of Labor; and still others consist of a parent organization with Chapter Members scattered throughout the country, like the Isaac Walton League.

After giving considerable thought and study to association organization generally; and to the peculiarities—the divergent and in many instances conflicting—interests of the fisheries industry; and to the number of organizations now serving local fisheries' interests, I have come to believe that the type of National Association that would best serve the collective interests of the industry, is the federation type.

A plan of federation would be founded on the principle similar to that of the forty-eight States and the Federal Government. Each local association would continue to function in the same manner as at present, have its own constitution and by-laws, retain its independence, and be eligible to unit membership in the National organization. Such affiliation would lend added strength and prestige to the local organization, and, in effect, it would be the local representative of the National federation.

The National organization would probably have its office or headquarters in the city of Washington, D. C. Its executive and staff would be in close contact with all departments and agencies of Government that in any way were concerned with the industry and its ramifications. The headquarters office would gather all information available from Government offices and disseminate it to the membership. This would include copies of Congressional Bills, Notices of Hearings, Conferences, Meetings, etc. The industry would become articulate through its Association executive. It would have a voice in matters that affect the industry vitally, and it would have the respect of those who make the laws and regulations governing them.

Matters of general or common interest to the industry would be handled by the Association executive, while matters of sectional or local interest, or of a controversial nature would be handled by representatives of those at interest. The National organization would represent the entire industry with respect to such matters as transportation rates, priorities, laws and regulations relating to interstate commerce, general and war risk insurance, relations of the industry with the various war boards and other agencies of Government. It would be unwise for the National organization as such, to handle such matters as tariffs, etc., when the interests of one section would be in conflict with those of another.

The set-up or organization of a National Fisheries Association would be relatively simple. There would be the Officers: A President; Vice-Presidents; Treasurer; Secretary; a Board of Directors or Governors, all to be elected by the membership. An Executive Secretary or Manager to be selected by the Board. The membership would consist of Associations now existing throughout the industry and others that may subsequently be formed. Individual companies in areas where no local Associations exist, may become members until a local or regional association may be organized within a respective area.

Tarpon Springs, World Center of Sponge Industry

Dr. Lewis Radcliffe, Executive Secretary of
Sponge Institute, Presents Interesting Facts



A part of the Tarpon Springs, Fla., sponge fleet, which is composed of 150 boats of uniform design. At right, a sponge diver prepares to descend. He is attired in a thick rubberized suit with bronze shoulder piece and helmet. Air is pumped into the helmet by an air pump in the diving boat. The crew varies from 4 to 6 men, including a captain, engineer, cook, lifeline tender, and deck hands. The number of divers on a boat depends on the depth of the water fished.



THE world supply of sponges is derived chiefly from limited areas in the Mediterranean, along the northern coast of Africa from Tunisia to Egypt, along the Syrian coast of Asia Minor, in the waters around Greece and the Aegean Islands, and from the waters encircling the West Indies and Florida. A few sponges are obtained off the coast of Columbia and from the waters of Australia, and, formerly, substantial quantities were taken from the reefs off the Philippine Islands.

The value of our annual catch of sponges harvested off the coast of Florida exceeds those of any other country, although formerly Cuba provided a larger poundage than any other production area. Two factors—the War and sponge blight in the West Indian area in 1939—have temporarily curtailed production so that recent statistics do not give a true picture of the magnitude of the industry. In normal times world production amounts to from 2½ to 3½ million pounds annually, valued at from 3 to 5 million dollars. The United States is the largest consumer of sponges, utilizing about 50% of world production.

Generally speaking, sponge beds are found throughout the Bahamas wherever conditions are suitable. Artificial culture in the region is shown to be practical and one large company operated with great success until the disease appeared in 1939.

Our domestic production grounds along the coast of Florida are divided into two rather widely separated areas: the bay grounds lying in the open waters of the Gulf of Mexico from John's Pass to St. Marks, and the Key grounds extending along and among the reefs and keys from Cape Florida to Boca Grande Key.

The living sponge represents a colony of living animals, most closely related to the unicellular animals (Protozoa) and is covered by a well-defined skin pierced with many minute pores leading into cavities under the skin. The sponge of commerce, as we know it, is the horny skeleton or supporting framework from which the soft fleshy matter of the living animal has been removed.

Sponges are harvested in two ways, either hooked from the bottom by men working at the surface in shallow water, or plucked by divers who descend into the deeper waters of the Gulf in diving suits. In hooking, the sponges are discovered by a water glass—a wooden pail with a glass bottom called "Sponge Glass" or "Water Telescope"—the sponge being torn loose from the bottom by means of a sharp-pronged, three-tined, rake-like hook on the end of a long light pole. Hookers work in water up to 30 feet in depth, boats of all descriptions being employed.

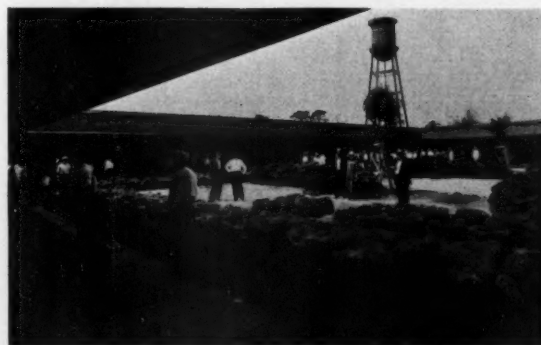
In diving operations the diver dons a thick rubberized suit with bronze shoulder piece and helmet, air being pumped into the helmet by an air pump on board the sponge vessel. The

boats are fully equipped, stored with provisions for a stay of from a few weeks to several months at sea. Diving operations are conducted in depths up to about 125 feet. As fast as the sponges are landed on deck they are thoroughly trod on by the barefoot crew to crush the soft tissues and hasten death. Then they are hung over the side to macerate and washed out on deck in tubs of sea water. On arrival at port the sponges are unloaded, sorted according to quality and size, and strung on a strong 58-inch cord, the two free ends being tied together into "Strings".

About 90% of our domestic production is landed at Tarpon Springs, Florida, most of the landings at this point being stored in the Tarpon Springs Sponge Exchange, a non-profit organization established in 1908 for subsequent sale at auction. On certain Tuesdays and Fridays the buyers assemble to buy in stocks offered for sale.

The buyer removes his purchases to the packing house for trimming, drying, and packing in the bales for shipment to the wholesale distributors situated chiefly in our larger centers of consumption. Bales usually contain 40 or 50 pounds of sponges. In recent years, with the exception of 1940, sales on the Tarpon Springs Sponge Exchange have exceeded one million dollars.

The qualities determining the value of the sponge of commerce are color, size, shape, softness, durability, resiliency, and absorptiveness. The commoner commercial sponges are sheepswool, yellow, velvet, grass, silk grass, glove, reef, hard-head, turkey cup, toilet, zimocca, bath, and elephant ear.



Sales day at the Tarpon Springs, Fla., Sponge Exchange, showing stacks of sponges awaiting examination by buyers. The Exchange building, built around a courtyard space, has scores of cell-like store houses.

"Bonaventure" Built at Southwest Harbor, Maine

THE 97-ft. *Bonaventure*, largest fishing dragger ever built in Eastern Maine, was launched at picturesque Southwest Harbor on May 3. She was designed and built by Southwest Boat Corp. for Captains Nicholas and Joseph Novello of Gloucester, Mass., the latter of whom will be her skipper. The boat was named after Bonaventure Novello, father of the owners, and was christened by his wife.

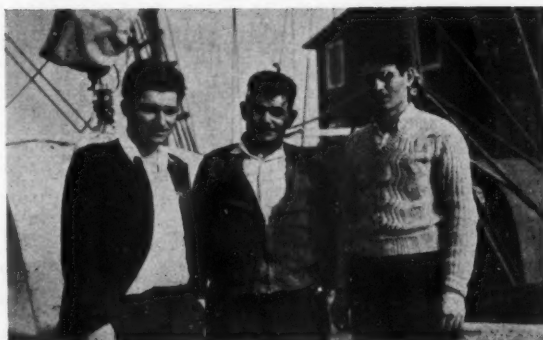
One of the outstanding characteristics of the *Bonaventure* is her stout construction. She is solidly built throughout to withstand the most severe fishing conditions. Her hull and deck are laid out to accommodate a regular complement of heavy-duty machinery and her fish hold is arranged for the proper preservation of a good sized catch.

The dragger has a moderately full hull with a beam of 21' 6" and a draft of 11'. She is well sheered, and has a radius stern.

Frames are 5" x 10" sawn oak, with the keel 10" x 24", including a 4" shoe, and the deck beams 6" x 7". Planking is 2 3/4" oak, decking 3" x 4" native white pine, and ceilings, spruce. The keel is bolted, the planking treenailed, and the ceiling spiked. Douglas fir finish is used in the fo'c's'le and cabin. Topsides and bottom are covered with Woolsey's paints.

The fish hold, with a capacity of 150,000 pounds of iced fish, is 26' long and has 20 bins, 4 across and 5 fore and aft. Its watertight bulkheads are constructed with several layers of tar paper, and are planked diagonally with 1 1/2" spruce and 2 1/2" oak, giving a total thickness of 4".

The hold has a cement floor with drainage to a pump well in the engine room. The frames under the fo'c's'le are cemented over to provide for free running drainage through a pipe under the hold, to the well. Cement has also been placed over the after frames.

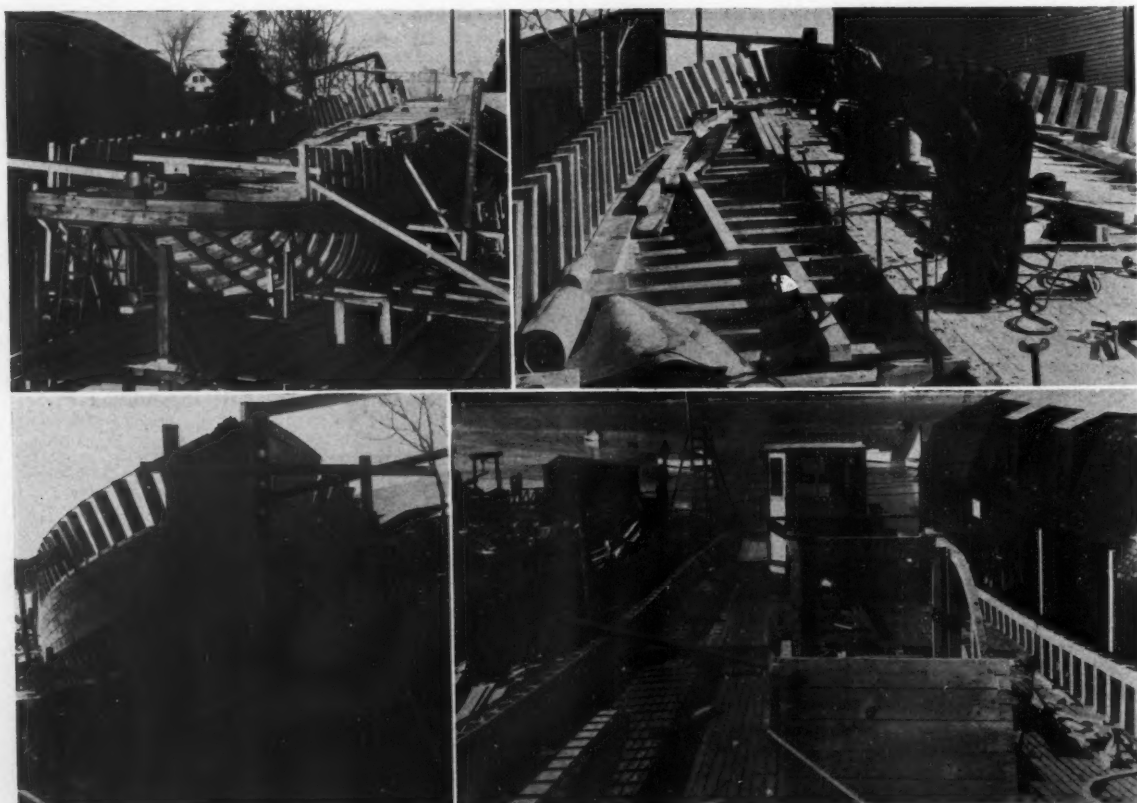


Capt. Joseph Novello, skipper, left, and Capt. Nicholas Novello, right, owners of the new "*Bonaventure*", with their father, Bonaventure Novello.

The fo'c's'le, which is 26' 5" long and 18' wide at the after end, is equipped to sleep 8 men. It is well supplied with locker and storage space, and has a conveniently arranged galley with a No. 124 Shipmate range. An 800-gallon cypress water tank is located under the floor. Entrance is through an extra rugged dog house, and there is an escape and ventilation hatch over the forward section.

The cabin has a bunk on either side for the engineer and his assistant, with lockers at the forward end as well as over and behind each bunk.

The deck house has wings on the wheel house section, ex-



Various stages of progress in the construction of the dragger "*Bonaventure*" at the Southwest Boat Corp., Southwest Harbor, Maine. Top left, boat framed and top streak on; bottom left, planking; top right, laying the deck; bottom right, deck erections being installed, with bulwarks partially finished.

tending to the full width of the trunk. It is securely fastened to the trunk with steel rods from the top. The Captain's stateroom, with 3 windows, has bunk, chart table and locker. Navigating equipment includes a Kelvin-White compass, Submarine Signal Co. Fathometer, Jefferson-Travis radio telephone and direction finder, and Stoddart steering gear.

The *Bonaventure* is schooner rigged, with the mainmast stepped forward of the after bulkhead, and the foremast in the fore's'le.

Two dories are carried over the deck house. The trunk has four port lights for the engine room and cabin.

Dragging gear, consisting of Hathaway galleys, bollards and blocks, is furnished for both sides. There is a "Gloucester" winch with Kinney flat-faced friction clutch drive, operated off the main engine through a Kinney hauling clutch. The winch carries 350 fathoms of $\frac{7}{8}$ " Roebling wire rope. Two "Non-chokable" deck pumps were furnished by Edson, and the electric fish hoist is a "New England" model.

The vessel's main engine is a 300 hp., $11\frac{1}{2}$ x 15, six cylinder Atlas Diesel, direct reversing with inbuilt sailing clutch, which will give a speed of 10 knots. The 66 x 46 Hyde propeller, 6" bronze-sleeved steel shaft, stern bearing and stuffing box were supplied by Gloucester Machine Shop Corp.

The auxiliary machinery, sold by Diesel Engine Sales and Engineering Corp., Boston, includes an 8 hp. Lister Diesel, which drives, through Kinney clutches, a Curtis air compressor and 2" Goulds pump. The auxiliary engine also operates a 5 kw. Western Electric generator, while a 3 kw. General Electric unit is connected to the main engine.

Storage space is provided for 4,500 gallons of fuel oil in four tanks, two starboard and two port, and 100 gallons of lubricating oil. All oil is furnished by Gulf.

The *Bonaventure* is expected to leave Southwest Harbor, ready for fishing, early in June. The new vessel's owners operate the *North Star*, which will be now skippered by Capt. Nicholas Novello.

Plans for the *Bonaventure* were made by three members of the boat yard staff, Lennox L. Sargent, Vice-President, Raymond Bunker, Foreman, and Cyrus Hamlin, Chief Draftsman, in co-operation with the owners. Henry R. Hinckley is President and Benjamin B. Hinckley, Jr., is Treasurer of the Southwest Boat Corp., which is completely equipped with facilities for building and outfitting large draggers.

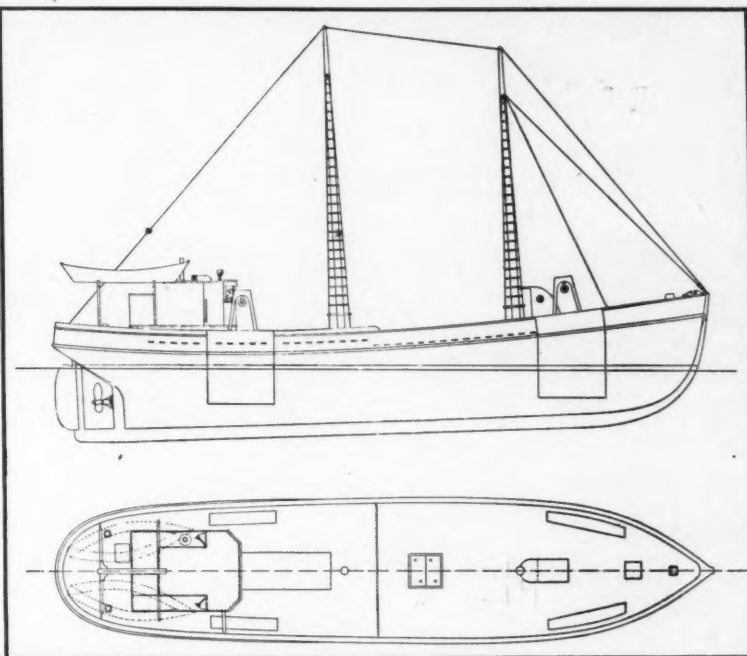
The yard is now building a 94-ft. dragger for Capt. Joseph Ciarametaro, Jr., of Gloucester.

WPB Appoints Fishery Committee

IN accordance with the program of the War Production Board to appoint an Advisory Committee for each important industry, announcement has been made of the membership of the committee to represent the fisheries, who are as follows:

Victor H. Elfendahl, Ass'n of Pacific Fisheries, Seattle; Harry A. Irving, Sea Pride Packing Co., San Francisco; Harden F. Taylor, Atlantic Coast Fisheries Corp., New York; R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago; Leland Irish, Coast Fishing Co., Wilmington, Calif.; Julian McPhillips, Southern Shellfish Co., Inc., Harvey, La.; Walter F. Hallet, American Fish Co., Boston; and James Abernethy, Sunset Packing Co., West Pembroke, Maine.

The first meeting of this Committee was scheduled for May 8. It is expected that subcommittees working under the main committee will be appointed later to handle special details. Lawrence T. Hopkinson is Government Presiding Officer.



Outboard profile and deck arrangement plans of the new dragger "Bonaventure", designed and built by Southwest Boat Corp., Southwest Harbor, Me.

Oyster Convention, June 11-13

THE joint annual Convention of the Oyster Growers and Dealers Association, the Oyster Institute, and the National Shellfisheries Association will be held June 11, 12 and 13 at the Hotel Benjamin Franklin, Philadelphia, Pa.

The outstanding theme of the Convention will be the War in its relation to the fisheries. This will include up-to-the-minute news on priorities, co-ordinating fisheries effort, the latest information on substitutes for tin, et cetera.

New Boat Numbering Regulations

UNITED STATES Coast Guard has announced that the regulations for numbering of motorboats were amended on April 22 by the addition of the following wartime regulations, which go into effect June 1.

For the duration of the war and six months thereafter every undocumented motor vessel, which is required to be numbered, and which is found on the navigable waters of the United States, shall have the number painted on its structure in the following manner:

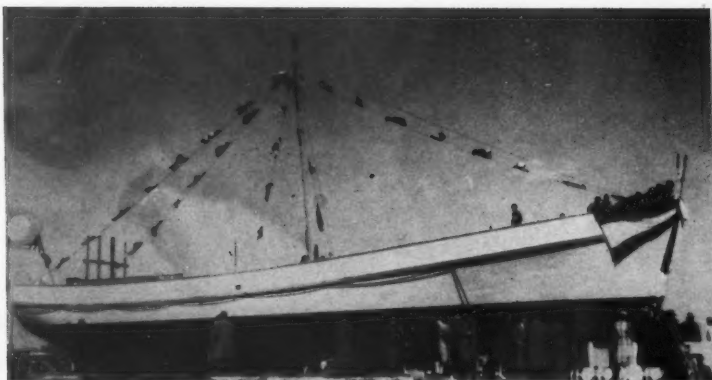
(1) The number awarded shall be painted horizontally in block characters, reading from left to right, on each side of the vessel, as near the forward end as legibility of the entire number for surface and aerial identification permits.

(2) The numbers shall be painted with paint which contrasts the color of the hull.

(3) The number shall be painted parallel with the water line and the distance between the water line and the bottom of the number shall not be less than the minimum height of the number. The height of the number shall be in accordance with the following scale:

Boats under 20 feet in length, letters from six to eight inches high; boats above 20 and under 40 feet, letters 10 inches high; boats above 40 and under 60 feet, letters 18 inches high; and boats over 60 feet, letters 24 inches high.

The Coast Guard also stated that the number should be placed on a conspicuous part of the top side, if construction of the boat permits it, for the purpose of identification from the air.



The "Potomska" ready for launching at Peirce and Kilburn yard, Fairhaven, Mass. At right, Miss Virginia T. Kilburn smashes the bottle as her father, Clifford S. Kilburn, official of the yard, looks on.

Fairhaven Witnesses the Launching of "Potomska"

THE biggest wooden vessel to be built on the New Bedford-Fairhaven waterfront since the Whaling Era slid into the Acushnet River on April 18 when the *Potomska*, 98' 4" dragger, was launched from Peirce and Kilburn Corp. yard. About 200 spectators witnessed the colorful event, which was accompanied by the usual array of flags and pennants plus the blasts of neighboring whistles all along the waterfront.

Miss Virginia Thomas Kilburn of Providence, R. I., daughter of Clifford S. Kilburn of the vessel's constructing firm, sponsored the husky dragger.

The *Potomska*, which has a 23' 2" beam and draws 12', was built from plans made by the Furnans Yacht Agency of Fairhaven and was constructed under supervision of Albert E. Condon.

The dragger has a hull tonnage of 163 tons and was built to meet the American Bureau of Inspection.

The name *Potomska* was taken from the legendary daughter of Wamsutta and Weetamoe, Indians once prominent in the vessel's home territory. Wamsutta was the son of Massasoit and the brother of King Philip; Weetamoe was the squaw for whom America's Cup Defender was named.

Historians recall that the largest ship ever built on the Acushnet River was the *John Milton*, 1444 tons, constructed in 1854 by Reuben Fish of Fairhaven for Edward Mott Robinson, grandfather of the late Colonel Green of Round Hill, Mass. She was in the merchant service under command of Captain McCleave of Nantucket.

"Alice May" Sinks After Collision

The 48-ft. fisherman *Alice May*, owned by Caesar Clerc of New Bedford, sank May 3, 500 yards South of Butlers Fiat Light following a collision with the 70-ft. fisherman *Viking*, in a thick fog.

Carrying a three-man crew with Capt. Walter Manning as skipper, the *Alice May* was inbound from the fishing banks when the collision occurred. Members of the crew were transferred to the *Viking*, which brought them into port under command of Capt. Hans Haram.

Government to Take Three Draggers

Three New Bedford draggers are on the latest Government list for conversion to war use and will become part of the Coast Guard patrol fleet, Government officials announced on May 11.

The vessels, all comparatively new, are the 86-ft. *Stanley B. Butler* owned by Capt. Olaf Anderson, the 79-ft. *Winifred M. II* owned by Mrs. Winifred Martin and the 93-ft. *Dartmouth* owned by Robert Mitchell.

New Fillet Plant Opened

Eight Bells Fillet Company, a new concern to New Bedford, Mass., opened for business at 23-29 Union Street in that city the week of May 3rd.

Roy Borden, who has been in the filleting business 25 years,

and who was formerly affiliated with Henry and Close, Inc., of Boston Fish Pier, is the new shop's manager.

Mr. Borden's company is located in the second oldest building in New Bedford, now owned by Daniel F. Mullins and completely reconditioned. Eight Bells occupies three stories, each of which has 1,600 square feet of floor space. Interior walls are finished with aluminum paint. The new plant expects to employ from 15 to 18 workers to start.

Scallop Fleet Active

With arrival of warm weather late in April, several of New Bedford's scalloping fleet of 40 boats made port with the limit of 1,500 gallons each. General opinion on the New Bedford waterfront is that the price of scallops, compared to last year's figure, will be high.

Two additions to the fleet this Spring are the *Agda* of Gloucester, which fishes out of New Bedford under Capt. Clattenberg. She has changed over to a scalloper from a dragger. The former dragger *A. Piatt Andrew* of New Bedford, Capt. Nils Kjelsen, also has changed over to a scalloper.

Boats Overhauled

At the Fairhaven boatyards, the 64' dragger *Chas. E. Beckman* has undergone complete overhauling at Peirce and Kilburn's and has gone fishing again. Holmes Coal Company's 66' by 17' *Elva* and *Estelle* has undergone complete overhauling also, at Hathaway's. Hathaway's also did a major job in April on the 82' *Josephine* and *Mary*, for the Sam Paul Fishing Company of New Bedford.

Only Fishermen to Use Pier 3

City Pier 3 is to be restricted to use by fishing boats, City Council Wharves Committee voted on May 4 after a tour of city wharf property.

Frank E. Correia, tenant on city-owned Homer's Wharf, will be permitted to move a building used by him in a fish business to a location on the Southwest corner of the pier.

David N. Kelley

David N. Kelley, 85, whose Fairhaven boatyard had become a landmark and who was known and respected in yachting and shipping circles over a wide area, died May 15 at his home in Fairhaven. Son of an early Cape Cod ship owner and operator, Mr. Kelley had been located on one site on the New Bedford-Fairhaven waterfront more than 69 years—longer than any living man.

Marine Fisheries Board Assured

LEGISLATION granting congressional approval for an interstate compact for better utilization of fisheries of the Atlantic seaboard and creating the Atlantic States Marine Fisheries Commission was signed on May 4 by President Roosevelt.

The compact has been ratified by Maine, New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Delaware, Maryland and Virginia.

Provision is made for each State to appoint three representatives to a commission established to promote conservation and recommend co-ordination of the exercise of police powers in the individual States.

Maine

Alewife Canning Opens New Industry

A NEW phase of the fishing industry in Maine, the canning of alewives, got underway the first part of May.

Several sardine canneries were expected to produce the new product which is available for a period of about six weeks to two months each year.

One of the first canning companies to start operations in packing the fresh alewives was the Belfast Packing Co. of Belfast. This company has constructed a new building, 35 x 40, adjacent to its loading wharf. The fish are conveyed to a rotary scaling machine which is equipped with a spray type washer. From here they are sluiced to cemented tanks, where they are pickled with salt. The heads and tails are then cut off and the fish are cut can length ready for packing in No. 2 round cans. After the alewife season, it is planned to use the same facilities for canning mackerel and large herring.

At Rockland, the Ramsdell Packing Co. started canning alewives early in May, with the mackerel packing equipment they installed last year. They contracted for the alewife catch in Warren.

Earnings Continue to Increase

Higher prices and larger catches favored Maine fishermen during the month of March with a total income of \$211,730 as compared with \$145,000 for the same period last year according to the monthly statistical report of the Department of Sea and Shore Fisheries. The price on practically every specie showed an increase of from ten to one hundred per cent.

Outstanding items included 1,951,501 pounds of redfish which brought \$53,666 and 66,219 bushels of clams which sold for \$60,974. The lobster catch was slightly up with 106,000 pounds bringing \$33,000. Catches and income for the first three months of this year are now well ahead of the same period last year and a new all time high.

Lobster Measure Law to Be Strictly Enforced

Strict enforcement of the new lobster measure law which goes into effect on April 25th is announced by Sea and Shore Fisheries Commissioner Arthur R. Greenleaf.

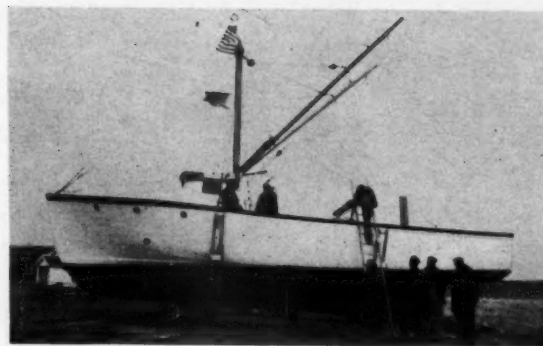
As the increase in measure from 3 and 1/16 to 3 and 1/8 inches will necessarily force the fishermen to return a larger percentage of their catches to the ocean, Greenleaf has his warden force in readiness to forestall any attempt to develop a "bootlegging" business.

Even though the new law is liable to penalize the fishermen in the size of their catches for a short time, Greenleaf believes that an expected rise in price will help the situation materially and that within 6 months the industry will be in much better shape all around.

Start 60-Ft. Dragger at Thomaston

Henry Klimm of Hyannis, Mass., has placed an order with Newbert and Wallace of Thomaston for a 60-ft. dragger, to be powered with a 170 hp., 6-cylinder Superior Diesel.

Capt. Manville Davis, of Monhegan, Maine, and his '54' x 14' x 6' "Njorth". She is powered with a MRD-4, 90 hp. Superior Diesel with 3:1 reduction gear. The craft is equipped with Willard starting batteries and Fisher Radio Pilot direction finder.



The new dragger "Whitewater" owned by Bernard C. Collins, Orleans, Mass.

Cape Cod Has New Scallop

BERNARD C. COLLINS' new dragger *Whitewater*, largest craft ever built at Fred P. Turner's boat yard in Orleans, Mass., was launched from nearby Town Cove April 4. She is a trim white vessel 40' by 13' by 4' 6" and will be skippered by Capt. Howard Walker of Orleans when she goes sea scalloping in Cape Cod Bay, from her home port, Rock Harbor, Orleans.

Capt. Walker sponsored the vessel in the presence of 100 spectators, and a final nail was driven into the scalloper by Mrs. Earl Youngman for her husband, who collaborated with Mr. Turner in designing the boat. Mr. Youngman aided in the construction until he joined the Coast Guard in February. Warren Turner, son of the builder, will be mate on the *Whitewater*.

The scalloper's power is supplied by a 6 cylinder, 87 hp. Chrysler marine engine, which turns a 28 x 28 Hyde propeller through a 3.5:1 Chrysler reduction gear for a speed of 12 knots. A 2" bronze shaft is used with Hathaway stern bearing, and a Hathaway winch is driven through a Kinney clutch.

The boat has positive steering gear and a Richie 10" compass. Fire extinguishers are Pyrene; and Linen Thread nets, Plymouth cordage, and Roebling wire rope will be used. She will be supplied with Socony gas and lubricating oil. Her red copper bottom paint is of Kirby make.

New Owners Change "Cleveland" to "Penguin"

The 68-ft. dragger *Cleveland* which was launched last month for Capt. Cleveland G. Burns of New Bedford by W. S. Carter, Friendship, has been purchased by Beckman & Pederson of New Bedford.

The vessel's name has been changed to *Penguin*, and she is now being completed under the direction of Capt. Arne Pederson, who will be her skipper. The boat is powered with a 165 hp. Gray Diesel with 4:1 reduction gear.





Night view of the Sea Trawling Corporation's "North Star" of Boston. This wooden trawler is 120' overall, with steel superstructure. Her equipment includes Fairbanks-Morse main and auxiliary Diesels, generating set, compressor and pumps, Edson steering apparatus, Kelvin-White spherical compass, Radiomarine Corp. telephone, Exide battery, Hyde propeller, Bromfield deck equipment, Submarine Signal Co. Fathometer, Hathaway shaft, and Columbian fishing rope.

Gloucester Mackerel Fleet Makes Good Start

THE first mackerel of the 1942 season were landed at Cape May, N. J., on April 17 by the Gloucester seiner, *American Eagle*, which brought in 20,000 pounds under command of Capt. Cyril Dyett. This was three days later than the first trip in 1941.

Capt. Dyett also landed the first trip of the season in Boston on April 28, which is earlier than usual.

Up to the last of April the *American Eagle* landed 146,000 pounds in five trips, which gave the crew \$444 per man from the beginning of the season, and which made the vessel highliner of the mackerel fleet to date.

Another boat that has made good money is the *Three Sisters*, which is skippered by Capt. Lemuel Firth, the oldest seiner in the business. His boat stocked over \$10,000 up to May 9 with a share of \$380 per man.

At Fulton Market, New York, the first direct mackerel trip arrived on April 27 when the *Jennie and Julia* had 35,000 lbs.

Capt. Benjamin Curcuru of the Producer's Fish Company returned to Gloucester May 11 from Cape May, where he had been handling mackerel arrivals. He reported there were plenty of fish but few craft to catch them. Prices have been good.

"Olivia Brown" Leads Southern Dragger Fleet

The *Olivia Brown*, skippered by Capt. Frank Brown, returned to Gloucester April 24 as the highliner of the Southern dragger fleet from here. Since the first of January each crew member is reported to have shared \$3,300, which is about \$200 per week average.

New Lobster Hatching Project

A joint Federal and State project for the artificial propagation and liberation of several hundred thousand fourth stage lobsters has been announced.

The State will supply the egg-bearing lobsters from which the eggs will be secured, and the actual hatching will take place at the Federal fish hatchery at Ten Pound Island.

Government Takes Two Draggers

The United States Navy has taken over two more Gloucester draggers: the 97-ft. *Manuel F. Roderick*, Capt. Manuel Avila; and the 85-ft. *Jennie and Lucia*, Capt. Joseph Brancalone.

Repowered with Wolverine

The *Frankie and Rose*, Capt. Joe Sinagra, has been repowered with a 175 hp. Wolverine Diesel. The boat recently changed over from dragging to seining and underwent considerable alterations.

New Jersey Fishing Boats in Rescue Fleet

THE commercial fishermen in the waters off Manasquan, New Jersey, are ready to obey the Biblical injunction to become "fishers of men". In other words, they have organized a rescue fleet to put out into the ocean from Manasquan Inlet to save survivors of torpedoed vessels within a radius of 100 miles. Similar fleets will probably be organized by fishermen up and down the Atlantic coast.

The Manasquan fleet has been organized under the leadership of Capt. John Bogan, of Point Pleasant, N. J., who already has one important rescue to his credit. In his fishing boat *Paramount*, he rescued 65 survivors of the *Morro Castle* fire off Manasquan a few years ago, long before the war.

All the boats in the fleet are typical fast Jersey sea skiff type cruisers, most of them 30 to 35 feet long, with twin engines, capable of a speed up to 25 miles an hour and each able to carry 15 or 20 survivors. The twin screw feature, common to these boats, is important in rescue work if the torpedoed ship is a tanker. Oil from the tanker forms a sticky, slippery emulsion in salt water, clings to the bottom of boats and frequently fouls the rudder so that it is useless. The propellers, however, throw off the oil and twin-screw boats can be steered by their engines.

The Naval authorities are considering a plan to broaden the scope of the volunteer rescue work to cover all the 14 Jersey inlets protected by Coast Guard stations. This plan would provide that two boats be kept at the station at all times while the other boatmen in the vicinity would be organized into stand-by groups subject to call. It is believed this plan can be extended to include inlets and harbors all along the coast.

Wants State Menhaden Laws Superseded

Rep. Philip A. Traynor of Delaware is sponsor of a bill (HR 6885) providing that all State laws governing menhaden fishing be superseded for the duration of the war by Federal regulations to be established by the President.

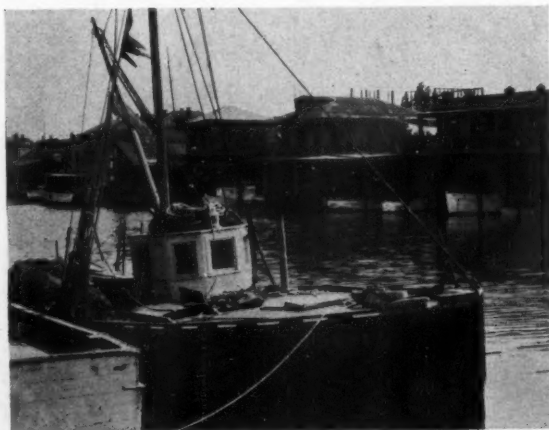
Oils and other derivatives from menhaden, Traynor said, constituted "an important natural resource".

The New Jersey regulations, he charged, favored menhaden reduction plants at Port Monmouth and Wildwood, New Jersey, and exclude outside participation.

Bill on Striped Bass Netting

Senatorial action is awaited on a perennial bill to prevent commercial fishermen from netting striped bass, one of several bills at the State House which was passed by the assembly the first week in May.

The measure is desired by sports fishermen as a method of conserving striped bass. Similar striped bass bills have been before the legislature for several years but have not cleared both houses.



The "Mary N.", 37.5' x 11.8' x 4.7', owned by Capt. Edw. Olsen, Atlantic City, N. J., is powered with a Model H, 6 cylinder Cummins Diesel engine with a 2:1 Twin Disc reduction gear.

Maryland and Virginia Crab Conference

THE crab conference, called by Governor O'Connor, was held in the offices of Secretary Ickes of the Department of Interior and was attended by officials of Virginia, Maryland and the Fish and Wildlife Service. Governor O'Connor, in his opening remarks, stressed the importance of taking immediate steps for the rehabilitation of the industry, particularly in light of the great demand for high food production in this emergency. He discussed the report of John Pearson of the Fish and Wildlife Service at some length, emphasizing the recommendation of the continuing study of the fishery through a co-operative effort of the two States. He stated further that he was prepared to recommend to the Maryland Legislature that discretionary powers be granted to the Commission of Tidewater Fisheries so that they would be in a position to work closely with the Virginia Commission on the problem of the management of this extremely valuable natural resource.

The implications of the report were discussed at some length by various persons present at the conference. It was agreed that the report be accepted by both States as written and that the study of the fishery be carried on under the direct supervision of the U. S. Fish and Wildlife Service with both States supplying necessary men, boats or other equipment available to them.

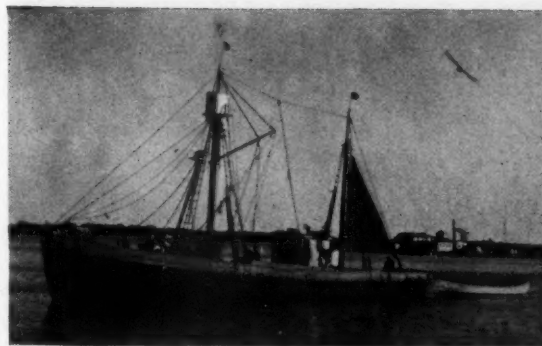
The first step in this study will be the establishment of a system of collecting catch records so that the catch per unit of effort may be obtained for various types of gears which are operated in the fishery. This collection was to be started in Maryland on May 1, and statistics will be collected at several points in the Upper Bay and tributaries. One of the primary reasons for these collections is to determine the effects of the sanctuary established at the mouth of the Bay in 1941 from July 1st to September 1st. These records will also supply essential data about the fluctuation in the fishery and will enable the administrative officials charged with the conservation of our seafoods to have comprehensive data on which to base any regulatory measures.

Maryland Commercial Fishing Structures Checked

The Hydrographic Engineer of the Department of Tidewater Fisheries is making an extended tour of the Bay and its tributaries, measuring the length of nets, the spaces between them and checking on the other regulations on commercial structures. He reports that he has found excellent compliance with the regulations.

Oyster Shell Planting

The planting of shells in Maryland started on April 1st and should be completed by the first of June. The Commission has contracted for about 1,200,000 bushels of shells. Oysters begin to spawn actively when the water temperature reaches about 70 degrees Fahrenheit. This temperature is usually reached in



The mackerel seiner, "Mary W.", owned by A. L. Parker, Boston, has a Gloucester crew and lands at Boston. She is equipped with a 110 hp. Cooper-Bessemer Diesel and Diehl generator.

shallow waters about the middle of May and somewhat later in the deeper water.

Experiments with the Blue Crab

Scientists of the Virginia Fisheries Laboratory and the Department of Biology of the College of William and Mary have been experimenting with the hatching of crabs.

If continued experimentation will develop a method whereby the sponge, which represents about 2,000,000 young crabs, can be taken from female crabs, and a fair percentage hatched, the problem of the crab supply will be solved. Then Maryland can grow its crabs, Virginia can do likewise, and the supply in each State will be adequate, which will mean no more bickering between the States about crab conservation.

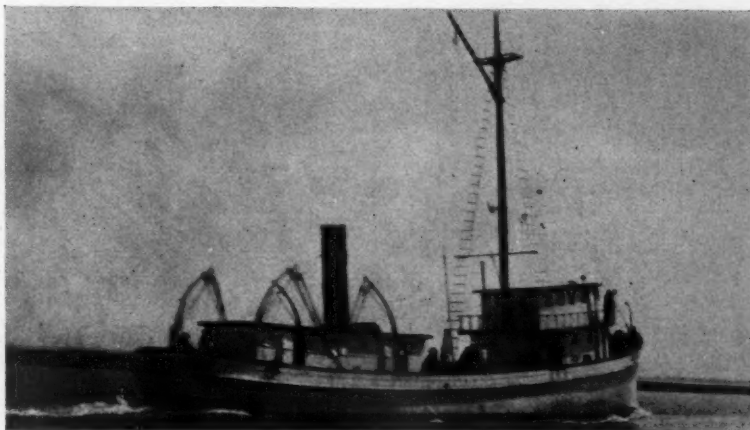
In the meantime, interest is directed to the experiment made in the Crisfield region last Summer when several hundred barrels of sponge crabs were planted in various sections of Tangier and Pocomoke Sounds.

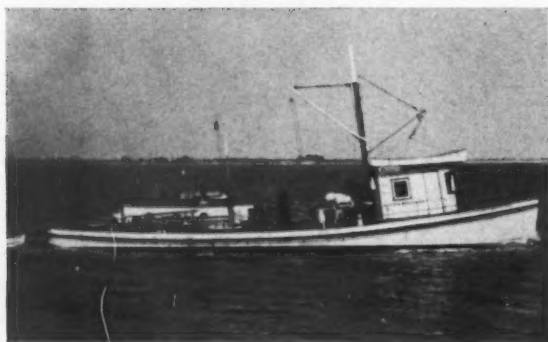
Crab Season Now Open

The crab season opened in the Maryland waters of the Chesapeake Bay on May 1. Owing to the cold weather this Spring, crabs did not appear in abundance as they did last year. Then there was such a plethora of crabs at the beginning of the season that the market was demoralized and it was July before the prices became normal, and there was a scarcity the balance of the season. This season was just the reverse.

A few soft crabs have been coming to Crisfield from the Western shore of Virginia. Carol Dryden & Co., of Crisfield, have a branch house on the Western shore; the Milbourne Oyster Co. have a branch house at St. George's Island on the Sinepuxent Bay, and A. G. Sterling & Co. have a branch at Deal's Island.

The menhaden boat "Dewey" owned by W. M. Webb of Morehead City, N. C., and captained by J. Dewey Willis. She is 105' x 22' x 10', carries 25 men, has a capacity of 700,000 menhaden and uses two 37' x 7', motor driven purse boats. Her power is an 8 cylinder, 300 hp., Wolverine Diesel, turning a 62 x 35 Columbian propeller, and giving a speed of 11 mph. The purse seine is of Linen Thread Co. make.





The "Harris Brothers" owned by the Punta Gorda Fish Co., Punta Gorda, Fla., is 65' long, with a 45 hp. Fairbanks-Morse engine, and finished with Pettit paints. Built in Key West in 1889, she is still in first class shape, operating every day.

Hard crabs and crabmeat have brought the highest prices known during the Winter months. Hard crabs brought as high as \$9.00 a barrel; \$3.50 is the usual price. The catchers and packers are looking forward to a very profitable year. It is better for all concerned if there is no over supply of crabs.

Haul Seiners Doing Well

The haul seiners have had some good catches. Capt. Delaney Linten, master of the *Jerrall Lee* of Saxis, Va., caught \$980.00 worth of croakers and weak-fish in one day's fishing the last week in March. They sold in a Crisfield wholesale market for \$3.00 a box. Capt. Sidney Landon, of Crisfield, also made some large catches, haul seining.

Prices Good for Pound Fishermen

The pound fishermen of Chesapeake are making good catches of croakers and weak-fish. There is a good demand, and prices are good. Capt. Lloyd Sterling and Raymond Ward are among the leading pound fishermen of Crisfield.

Oyster Season Closed

The oyster season closed in Maryland on April 15. It has been a good season for the dredgers and tongs, as oysters brought the highest prices in the shell ever known.

New Commissioner Selected

Charles M. Lankford, Jr., of Franktown, Northampton County, will be Virginia's new Commissioner of Fisheries, according to an announcement made May 9 by Governor Darden.

Mr. Lankford, who has been the Commonwealth's Attorney for Northampton County since 1932, will take office on June 1, succeeding J. Brooks Mapp of Accomac.

In appointing Mr. Lankford thirty days before the reorganization of the Commission of Fisheries, July 1, Governor Darden said he did so in order that he might familiarize himself with the activities of the Commission before the reorganization date.



Michel and Martina's oyster lugger, "Bayou Ferran", New Orleans. Of special construction designed by Vic Michel, she draws only 27 inches of water. Of 50-ft. length, the boat is 16 ft. abeam and is powered with an 80-hp. Atlas Diesel.

Florida March Shipments Show Increase

TRUCK shipments of 2,554,000 pounds of fresh and frozen fishery products from areas East of Cedar Keys, spread among 46 classifications, were reported during March, which compares with 1,889,000 pounds, produced or loaded in Florida, and shipped by truck, for a similar period last year.

Of the March 1942 total, 943,000 pounds originated on the West Coast of the State and consisted principally of fresh mullet (627,000 pounds). Frozen mullet, totaling 258,000 pounds, the bulk of it (416,000 pounds) originating from the East Coast, was second in volume. Kingfish (King mackerel) with East and West Coast shipments of 302,000 pounds, ranked third.

Of the total truck shipments, 1,380,000 pounds (of which 1,210,000 were salt-water fish and 85,000 fresh-water) went to Georgia; 596,000 pounds (280,000 of which were salt-water fish and 310,000 were shellfish) to New York; 183,000 pounds were shipped to South Carolina; 109,000 pounds went to North Carolina; and 103,000 pounds to home markets.

Red Snapper Fleet Continues Fishing

Although there has been thought of undersea boats getting into action, the Pensacola red snapper fleet continues to go after that popular and festive fish. There is no shortage. Although the price has advanced a few cents, it is more than offset by the higher cost of equipping vessels and the difficulty of getting crews.

Getting Prepared for "Big Catch"

Perfect weather has caused shrimp and pogie fishermen to get everything in readiness for "the big catch".

Oysters will be at a premium soon, with only a few dealers handling them at this time. The shipping season is about at an end, but oysters may be enjoyed locally for some time.

Pogies, used in the manufacture of fertilizer and crude oil, are abundant.

Mullet Conservation Upheld

The Supreme Court has struck a blow for conservation of Florida's commercial fishing industry by declining to knock out the state-wide closed season on mullet fishing between Dec. 1 and Jan. 20 because fifteen Gulf Coast counties have special laws which exempt them from the provisions of the general statute.

Revival in Shark Fishing

The increased interest in vitamins brings an increased interest in commercial shark fishing.

Commercial shark fishing is scheduled for a revival in the Clearwater area. Two surveys are underway by substantial interests to establish shark reduction plants.

Florida at present has two large shark fishing plants, one at Miami and the other further up the East coast. The possibility of a shark industry at Tarpon Springs is being studied by the Board of Governors at the Chamber of Commerce.

A Unique Fish Market

Something new in poultry and seafood stores will be offered the public in Gufford's Seafood and Poultry Market, Jacksonville Beach.

Radical in its departure from the usual thing, this market might easily be mistaken for a jewelry establishment. The exterior is of polished tile, and the interior has tile floor construction. The sides are lined with mirrors, which tend to magnify the size of the store. The counters are curved and huge bowls are filled with gold and tropical fish, the water being changed at regular intervals.

A black and green color scheme has been followed, which gives a cool appearance. At the end of the store a nautical design arrangement depicts the end of the ship and poultry is displayed in this section.

Soft fluorescent lighting gives the entire interior an inviting appearance. Unpleasant odors will be eliminated by an ar-

Gulf Canned Oysters Increase in Value

THE pack of Eastern and Southern oysters in 1941 was 414,695 standard cases valued at \$2,180,000 as compared with 497,920 cases valued at \$1,964,000 in 1940.

Mississippi led all States with 226,000 cases, packed in 14 plants. Louisiana produced 74,000 in 11 plants. North and South Carolina together packed 83,000 in 4 plants, while Georgia, Florida and Alabama produced 32,000 with 6 packers.

Biloxi Association Re-elects

Officers of Gulf Coast Shrimpers and Oystermen's Association were re-elected without opposition on May 6.

John Ewing, president; Oswald Chatham, secretary; and Charles Allen, treasurer, go back into office for their fourth consecutive term, and Vice-President Jack Williams for his third term.

The fishermen's organization has a membership of between 5,000 and 6,000, located in Pascagoula, Biloxi, Gulfport, Pass Christian, Bay St. Louis and Delacroix Island, La.

Louisiana Dealers Hold Annual Meeting

Capt. John Santos, president, Capt. John Hardee, Jr., vice-president, and Joe Giordano, secretary-treasurer, have been re-elected as officers of the Southwest Louisiana Shrimp Dealers Association to serve during the year ending May, 1943.

George E. Burgess, shrimp broker of New Orleans, addressed the meeting, and suggested policies in the interest of harmony between the various branches of the Louisiana shrimp industry. He said that a movement is under way to add 50% of the canned shrimp to the Government food supply, which will probably stabilize prices at the fixed March level.

Want More Shrimp Headed on Boats

In order to improve the quality of Louisiana shrimp, an effort is being made to remove the restriction on heading shrimp on boats. It has been proven that the 10-barrel limit now prevailing is seriously affecting the appearance of shrimp. When boats are able to quickly catch a load and return to

range of controlled circulating air which is changed every seventy-five seconds.

Closed Season on Salt Water Trout

The Florida State Board of Conservation has advised that the closed season on salt water trout is from the 15th day of June to the 15th day of July each year. Local laws that have been enacted since then exempt the following counties: Baker, Citrus, Gilchrist, Hernando, Levy, Pasco, Taylor, Wakulla, in which counties salt water trout of legal size may be lawfully taken, marketed, and shipped to other States.



Mechanical conveyor belt which can easily be placed upon the deck of any shrimp trawler and which carries the shrimp up and into truck, plant, or express car. Picture shows shrimp being unloaded into a truck at Empire, La., from one of the trawlers of the Southern Shellfish Company.



The "Illinois", a Florida-type off-shore shrimp trawler, owned by Harvey Lewis of Morgan City, La., and skippered by Capt. Robert Jenkins, is powered with a Model D-4600, 6 cylinder Caterpillar Diesel engine.

port, the entire catch is fresh enough for heading in the packing plants. But when several days are required to make a fair haul the only good shrimp in the catch are usually the first 10 barrels which were headed and iced as taken.

Views on Closed Shrimp Season Differ

The Shrimp Dealers Association of New Orleans is reported to be opposed to the proposals by the Southwest Louisiana Shrimp Dealers Association to further conserve the shrimp supply by a completely closed season from July 1 to August 10.

The present Summer season is closed for the canners and dryers from June 10 to August 10 and for the offshore or headless fishermen from July 1 to August 10. Under the present law fishing for shrimp is permitted for bait, home consumption and the local market.

It is the belief of the headless industry that much good would result if the last 40 days of the season were closed to shrimping for any purpose whatsoever. They are agreeable to the fishing for local market from June 10 to July 1.

The producers believe that not only would it have conservation results, but that it would have a year around benefit in marketing. They feel that the people of New Orleans should not object to eating frozen shrimp along with the rest of the country since it is considered to have quality equal to that of the fresh product.

Hardee to Enlarge Property

John P. Hardee, Jr., of Berwick, has applied for a War Department permit to authorize the construction of a building on the existing ramp which is approximately 40 feet long; an extension of the ramp, and extension of the existing wharf.

Hearing on Fill Standards for Shrimp

On June 3 at Washington, D. C., a public hearing will be held under the Federal Food, Drug, and Cosmetic Act to consider proposals for standards of fill of container for canned wet pack shrimp and canned dry pack shrimp, in nontransport containers.

The hearing will be a fact-finding proceeding, after which it will be determined in accordance with the Act whether standards of fill of container should be established and what the provisions of such standards should be.

Relevant evidence may be submitted in person, by representative, or by affidavit. Affidavits may be delivered to the Presiding Officer, Joseph L. Maguire, Room 2242, South Building, Independence Avenue and 12th Street Southwest, Washington, D. C., not later than the opening day of the hearing.



**How soon will you get
to the end of your rope?**



**It will take a long, long time if your
rope is "New Bedford" or "Maritime"**

Back in the 1840's, New England Whalers began to talk about the superior quality of "New Bedford" Rope. They learned and appreciated its ease in handling, its smoothness and flexibility, its ruggedness and long life. That's how the slogan, "There's None Better than New Bedford", started.

Today, more than a century later, men of the fishing industry still say, "There's None Better than New Bedford", for here is a rope they know they can depend on—that stays stronger and lasts longer.

Among Sisal Ropes, it's "Topsall"
Treated Sisal that tops 'em all.

NEW BEDFORD CORDAGE COMPANY

New York Office: 233 Broadway
Boston Office: 31 St. James Avenue
Mills: New Bedford, Mass.

NEW BEDFORD
NONE BETTER
PURE MANILA

Boston Landings for April

(Hailing fares. Figures after name indicates number of trips.)

<i>Adventure</i> (3)	314,500	<i>Lark</i> (6)	702,000
<i>Alice M. Hathaway</i> (3)	171,000	<i>Maine</i> (5)	685,000
<i>American</i> (2)	184,000	<i>Marcella</i> (2)	73,900
<i>American Eagle</i> (1)	54,000	<i>Marie and Winifred</i> (1)	46,000
<i>Arlington</i> (3)	381,000	<i>Mary Grace</i> (3)	111,500
<i>Atlantic</i> (3)	484,000	<i>Mist</i> (2)	592,000
<i>Beatrice and Ida</i> (1)	48,000	<i>Nancy B.</i> (3)	101,000
<i>Belmont</i> (4)	695,000	<i>Nancy F.</i> (2)	64,900
<i>Ben & Josephine</i> (1)	55,000	<i>Neptune</i> (4)	640,000
<i>Bettina</i> (3)	280,500	<i>New Bedford</i> (3)	208,000
<i>Billow</i> (2)	353,000	<i>Newfoundland</i> (1)	74,000
<i>Boston</i> (3)	271,000	<i>Newton</i> (4)	675,000
<i>Breaker</i> (2)	378,000	<i>North Star</i> (4)	591,000
<i>Breeze</i> (2)	244,000	<i>Olympia</i> (2)	94,500
<i>Brookline</i> (3)	349,000	<i>Palestine</i> (1)	50,000
<i>Calm</i> (2)	662,000	<i>Pelican</i> (2)	93,000
<i>Cambridge</i> (3)	353,000	<i>Plymouth</i> (3)	443,000
<i>Cape Ann</i> (2)	137,000	<i>Quincy</i> (3)	389,000
<i>Cath. Saunders</i> (2)	132,000	<i>R. Eugene Ashley</i> (1)	82,000
<i>Colombo</i> (1)	51,000	<i>Rainbow</i> (2)	91,000
<i>Comber</i> (2)	181,000	<i>Rita B.</i> (4)	353,000
<i>Cormorant</i> (2)	293,000	<i>Roma</i> (3)	37,900
<i>Crest</i> (3)	661,000	<i>Rosie</i> (3)	55,500
<i>Dartmouth</i> (3)	263,000	<i>St. Anthony</i> (1)	47,000
<i>Dawn</i> (1)	49,000	<i>St. George</i> (1)	193,000
<i>Dorchester</i> (4)	503,000	<i>San Calagero</i> (3)	137,000
<i>Drift</i> (3)	531,000	<i>Santa Gemma</i> (3)	177,500
<i>Ebb</i> (3)	430,000	<i>Sea</i> (3)	420,000
<i>Eunice and Lillian</i> (1)	65,000	<i>Sea Ranger</i> (3)	240,000
<i>Fabia</i> (4)	552,000	<i>Skiligolee</i> (3)	182,000
<i>Famiglia</i> (2)	33,500	<i>Spray</i> (2)	250,000
<i>Fannie F. Hickey</i> (1)	34,500	<i>Squall</i> (3)	521,000
<i>Flow</i> (3)	455,000	<i>Stanley B. Butler</i> (4)	411,000
<i>Foam</i> (2)	306,000	<i>Storm</i> (3)	533,000
<i>Frances C. Denehy</i> (3)	211,000	<i>Superior</i> (1)	100,000
<i>Gertrude Parker</i> (3)	162,000	<i>Surf</i> (3)	895,000
<i>Golden Eagle</i> (3)	353,000	<i>Surge</i> (2)	457,000
<i>Gossoon</i> (1)	60,000	<i>Swell</i> (3)	676,000
<i>Grand Marshall</i> (1)	74,000	<i>Thomas Whalen</i> (4)	458,000
<i>Hekla</i> (2)	414,000	<i>Triton</i> (4)	620,000
<i>Helen M.</i> (1)	40,000	<i>Vagabond</i> (3)	177,000
<i>Illinois</i> (4)	546,000	<i>Vandal</i> (2)	199,500
<i>Ivanhoe</i> (1)	52,000	<i>Venture II</i> (2)	174,000
<i>J. B. Jr. II</i> (2)	53,500	<i>Weymouth</i> (3)	479,000
<i>Joffre</i> (1)	70,000	<i>Wm. H. Killigrew</i> (3)	194,000
<i>Josie M.</i> (2)	57,500	<i>Wm. J. O'Brien</i> (2)	258,000
<i>Katherine Saunders</i> (1)	64,000	<i>Winchester</i> (4)	574,000
<i>Killarney</i> (1)	44,000	<i>Winthrop</i> (4)	535,000

Mass. Fisheries Offers Cook Book

The Massachusetts Fisheries Association is again making available the 48-page booklet of "Choice Recipes of Fish and Seafood", which it published last year.

The booklet, which was compiled and edited by E. H. Cooley, Manager of the Association, is filled with valuable information and interesting illustrations for the homemaker.

It contains data on all important species—where and when they are caught, how they are marketed, and how they may be best prepared. There are over 100 recipes, as well as general instructions for cooking fish in the home, out-of-doors and for public servings.

The booklet is designed to produce more sales by interesting housewives in serving better, tastier dishes. It is offered to dealers at 3¢ per copy in quantities of 1,000 or more, and may be imprinted at a nominal extra charge.

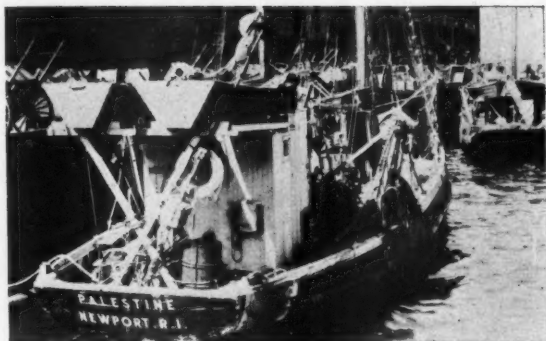
Westerbeke Acquires New Warehouse

Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., has taken over new warehouse facilities conveniently situated near its office and store. The new quarters, which will be used for storing fishing boat supplies and for a rigging loft, provide the Company with twice the amount of floor space that it formerly used.

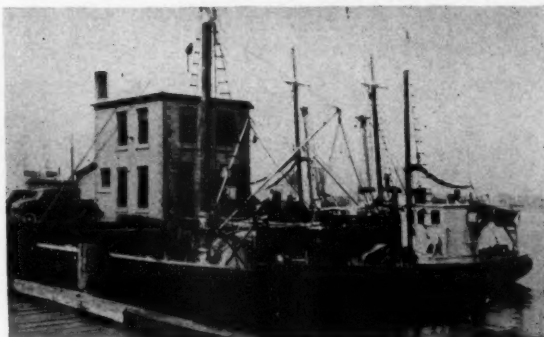
Scannell Joins John Burns Co.

Thomas M. Scannell, associated with the Booth Fisheries for many years, has become interested in the John Burns Com-

WOLVERINE DIESELS IN PORT



The "Palestine" from Newport, R. I., at the Boston Fish Pier. Operated by Capt. Edward Sanchez, and powered with a 5 cylinder, 9 1/4" x 14" Wolverine Diesel.



The "A. Piatt Andrew", owned by Capt. Nils Kjeldsen of New Bedford, Mass. She is powered with a 100 hp. Wolverine Diesel which was installed in May, 1932.

These Wolverine-powered boats are in port, not for repairs, but to unload their catch, and return, without any delay due to engine trouble, to the fishing grounds for another successful trip.

Wolverine-powered fishing boats, all along the coast, give their owners satisfaction year after year, because of their operating economy, low maintenance cost, and dependable service.

For a sturdy, simple, reliable, economical, and long-lived engine, buy a Wolverine. Send for Catalog No. 135

Wolverine Motor Works, Inc.
1 Union Ave. Bridgeport, Conn.

pany of Boston, as its Vice-President and General Manager. The John Burns Company, having been established in 1871, is one of the oldest concerns in the fishing industry. It is located at the Boston Fish Pier.

On the Ways

During the past month the trawlers *Gale*, *Ocean*, *Ripple* and *Swell* were hauled out for repairs at the Atlantic Yard of the Bethlehem Steel Company, Shipbuilding Division, East Boston.

Cold Storage Holdings

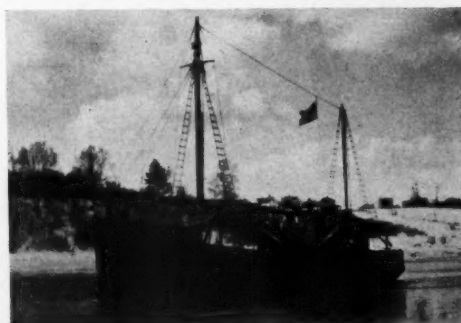
A TOTAL of 48,579,000 pounds of fishery products were held in cold storage plants in the United States as of April 15, 1942, according to the Fish and Wildlife Service, United States Department of the Interior.

This was a decrease of 32 percent as compared with holdings on the same date the previous month (62,160,000 pounds, revised total), but an increase of 36 percent over the holdings on April 15, 1941 (35,757,000 pounds).

Items showing marked increases in holdings on April 15, 1942, as compared with the same date a year ago, were red snapper; shrimp; bluefish; croakers; pike; lake herring; whiting; mild-cured salmon; haddock; rosefish and "ling-cod" fillets; mullet; salmon; swordfish and blue pike and sauger. In addition, a tremendous jump from 6,343 to over 655,000 pounds of fresh-water bait and animal food is to be noted.

Six items accounted for 41 percent of the frozen fishery products held in domestic freezers on April 15, 1942. These were halibut, 2,452,000 pounds; shrimp, 5,064,000 pounds; whiting 1,915,000 pounds; haddock fillets, 4,095,000 pounds; rosefish fillets, 2,625,000 pounds; and salmon, 4,023,000 pounds.

During the month ended April 15, 1942, a total of 9,666,000 pounds of fishery products were frozen in the United States and Alaska. This represents an increase of 13 percent as compared with the same period last year, and 28 percent over the 5-year average. The principal items frozen during the month were haddock fillets, 2,629,000 pounds, and rosefish fillets, 1,960,000 pounds.



The GOLDEN EAGLE Reports: "Our Oil-Fired SHIPMATE Works Fine!"

The "Golden Eagle", new Gloucester dragger, reports that her No. 10350 SHIPMATE Oil Burning Range is working fine. That's good news for fishermen.

Years in development, this new group of oil burning ranges, consisting of six models, has been designed to meet the peculiar requirements and conditions of the fishing trade.

Low initial cost, low operating cost, low maintenance cost, make these ranges the answer to a long felt desire on the part of fishermen everywhere for an inexpensive oil burning range which will operate on ordinary Diesel oil.

Write us today for complete details.

THE STAMFORD FOUNDRY COMPANY
Established 1830 Stamford, Connecticut

A NATURAL for any job

No matter what the service—heavy-duty trucking, construction, logging, oil well drilling, generating, marine power—Cummins Dependable Diesels are a *natural*. A *natural* because Cummins Dependable Diesels have proved their ready adaptability . . . their consistent, long-time dependability . . . their all-over economy, in the widest variety of applications . . . automotive . . . industrial . . . marine.

It is this record of proved performance in every heavy-duty service which explains the demand for Cummins Dependable Diesels for all types of National Defense work . . . that's why nine out of every ten Cummins Dependable Diesels are tagged for some preparedness job that demands power of unquestioned reliability. Cummins Engine Co., Columbus, Indiana.

Model HMR-600 Cummins Dependable Diesel. 150 hp. at 1800 rpm.



CUMMINS DIESEL ENGINES, INCORPORATED
1106 Shackamaxon Street, Philadelphia, Pennsylvania

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
7 Wethersfield Avenue, Hartford, Connecticut
76 Rogers Street, Cambridge, Massachusetts

CUMMINS DIESEL SALES OF JACKSONVILLE, INC.
1534-38 East Eighth Street, Jacksonville, Florida

One of the latest Fishery Council designs by Ed. Irwin, reproduced in colors on large poster sheets for display in retail fish stores, chain stores and on trucks.



Fulton Market Wholesale Prices

Specie	Apr. 1-11	Apr. 13-18	Apr. 20-25	Apr. 27-30
Alewives	.01-.01	.. ..	.. ..	.. ..
Bluefish	.19-.25	.13-.22	.10-.22 1/2	.15-.15
Butterfish	.03-.06	.07-.08 1/2	.06-.09	.04-.12 1/2
Codfish, Stk.	.08 1/2-.12 1/2	.08 1/2-.12 1/2	.05-.10 1/2	.06-.12
Codfish, Mkt.	.07-.10	.06 1/2-.09	.04-.08	.04-.07
Croakers	.04 1/2-.10	.04 1/2-.07	.02 3/4-.07	.03-.04 3/4
Dabs	.07-.07	.07-.08	.. ..	.. ..
Eels	.14-.17	.. ..	.07-.10	.10-.10
Flounders	.01-.14	.02-.16	.01-.14	.02-.12
Fluke	.. ..	.10-.16	.. ..	.13-.13
Haddock	.05 1/2-.10	.04 1/2-.10	.03-.08	.03 1/2-.07
Hake	.04-.08	.05-.05	.. ..	.03-.05
Halibut	.19-.21	.18-.20	.18-.21	.20-.28
Jewfish	.10-.10	.. ..	.. ..	.. ..
King Whiting	.05-.05	.. ..	.. ..	.05-.16
(Kingfish)				
Kingfish	.. ..	.16-.18 1/2	.17 1/2-.17 1/2	.. ..
(King Mackerel)				
Mackerel	.. ..	.16-.16	.07-.19	.06-.12
Mullet	.08 1/2-.08 1/2	.. ..	.03-.06	.. ..
Pollock	.04 1/2-.09	.07-.09	.03 1/2-.08	.05-.07
Pompano	.40-.50	.25-.50	.30-.48	.50-.50
Salmon, Pac.	.22-.23	.21-.22	.21-.30	.27-.30
Scup	.07 1/2-.10	.03 1/2-.07 1/2	.02-.07	.01-.04 1/2
Sea Bass	.08-.16	.08-.18	.08-.23	.06-.20
Sea Robins	.. ..	.. ..	.. ..	.04-.04
Sea Trout, Gray	.. ..	.. ..	.10-.20	.08-.25
Sea Trout, Spt.	.25-.35	.23-.28	.23-.25	.20-.25
Shad	.04-.40	.03-.18	.02-.13	.01 1/2-.08
Silversides	.01-.01 1/2	.01 1/2-.02	.01-.02	.01 1/2-.01 1/2
Snapper, Red	.. ..	.22-.22	.20-.20	.. ..
Sole, Gray	.07-.11	.07-.12	.05-.11	.05-.08
Sole, Lemon	.10-.11	.10-.12	.08 1/2-.10	.07 1/4-.08 1/2
Spanish Mackerel	.23-.23	.16-.21	.06-.18	.. ..
Striped Bass	.10-.30	.11-.25	.11-.23	.10-.23
White Perch	.04-.08	.03-.03	.. ..	.. ..
Whiting	.01-.15	.02 1/2-.06	.01-.05	.01 3/4-.05
Yellowtails	.02 1/2-.11	.03 1/2-.10	.01 1/2-.07	.02-.10
Clams, Hard	2.00-12.00	2.00-10.00	1.50-10.00	1.25-5.50
Clams, Soft	1.00-3.00	1.25-2.50	1.25-2.50	1.50-2.25
Conchs	1.50-2.50	1.75-2.25	1.75-2.25	1.75-2.50
Crabs, Hard	1.00-2.50	1.50-3.00	1.00-3.00	.50-2.50
Crabs, Soft	.. ..	.50-1.50	.50-2.00	.75-2.00
Crabmeat	.35-.70	.. ..	.15-.85	.35-.70
Lobsters	.37-.58	.. ..	.30-.37	.31-.36
Mussels	.75-.75	.60-.75	.50-.75	.60-.75
Scallops, Sea	.. ..	.. ..	2.40-2.90	2.36-2.36
Shrimp	.12 1/2-.29	.22-.32	.10-.25	.10-.35
Squid	.. ..	.10-.10	.18-.18	.12-.15
Frogs Legs	.70-.80	.60-.75	.75-.80	.80-.80

"BONAVENTURE"

A Sturdy 97-Footer

*Designed and
Built by*

**SOUTHWEST
BOAT CORP.**



THE new 97-ft. dragger "Bonaventure", just launched for Captains Joseph and Nicholas Novello, is destined to become a high-liner in the Gloucester fleet. Stoutly built with traditional "Down-East" craftsmanship, this trim vessel would be the pride of any fisherman. She's designed to stand the gaff and bring home the fish, safely.

SOUTHWEST BOAT CORPORATION

Henry R. Hinckley, *President*

Lennox L. Sargent, *Vice Pres.*

Southwest Harbor, Maine

Full Facilities for Large Dragger Construction

Market Visited by Transport Body

A Massachusetts special commission on transportation of fish and other foodstuffs, headed by Senator Joseph F. Francis, recently made an inspection trip to Fulton Fish Market to study the yellowtail situation.

The 14-man commission is working to settle a controversy between the ports of Boston and New Bedford growing out of Sunday shipments from the latter to the New York market.

The group visited Fulton Fish Market at 4 A.M. on May 4 to observe volume of shipments from New Bedford, Maryland, Rhode Island, Connecticut and other points. Conferences were held with various members of the industry, as well as with the Fishery Council, which acted as host and escort for the visitors.

New Fish Number Plate

A novel idea in its effort to make the public "fish conscious" is the Fishery Council's new fish number plate. Since New York, among other States, now allows but one number plate placed on the rear, the front frame is left empty.

This seemed like a good space for some fish publicity, so the Council's art director, Ed Irwin, designed a new fish plate for trucks and passenger cars. It is silk-screened in two colors on 22 ply board, punched and round cornered. It carries the slogan "Fish—a Great Health Food".

West Sayville Boat Makes Rescue

Capt. Cornelius "Case" Sanders and his brother John of West Sayville, N. Y., made a heroic rescue of 21 British torpedo victims recently.

While returning to port at New Bern, N. C., where they have been operating their 60-ft. dragger this Winter, the men saw a part of the horizon burst into lurid light.

Forgetting the possibility of running into danger, they turned their craft and headed for the scene of disaster, sending an emergency radio report to the Coast Guard.

After searching for over an hour in a heavy sea, they finally sighted an overloaded life boat with 21 British seamen. Nineteen of the crew had been lost, but the survivors were rushed to port in a 12-hour run.

FERDICO

XX

CEMENT

*for double-plank construction
that will stand the gaff!*

WRITE FOR FOLDER 216

L.W. Ferdinand & Co., Inc.
599 Albany Street Boston, Mass.

Switch to
MICHIGAN
 MACHINED-PITCH

PROPELLERS
 MADE IN ALL SIZES UP TO 36 INCHES
and Enjoy
 ✓ **BETTER PERFORMANCE**

Perfect balance, perfect pitch, assured by the precise accuracy of MICHIGAN'S exclusive MACHINED-PITCH process (the only method whereby perfect propeller accuracy can be guaranteed) plus a highly refined finish and smooth, thoroughly uniform edges, supply extra speed, greater efficiency and smoother operation. Next time you need a propeller try a MICHIGAN. You'll be amazed at the difference in performance.

✓ **LONGER WEAR** MICHIGAN MACHINED-PITCH PROPELLERS are made of a unique and especially developed alloy, more costly than ordinary manganese bronze which is much more resistant to corrosion, tougher, and lasts longer. Guaranteed against breakage. It pays to use MICHIGAN PROPELLERS. Write for catalog NOW!

17 MICHIGAN SERVICE STATIONS FOR PERFECT RECONDITIONING OF PROPELLERS OF ANY TYPE OR MAKE

All are equipped with our exclusive "pitch block" factory method (the only practical method of restoring perfect pitch) and will give you a perfect job of reconditioning of any propeller of any type or make—all within 24 hours if need be—with perfect accuracy GUARANTEED. One of these service stations is near you, write for the address.

Write for Catalog

MICHIGAN WHEEL COMPANY • GRAND RAPIDS, MICH.

Great Lakes Smelt To be Canned

DURING the smelt run in Northern Wisconsin and Michigan, Fred Meisnest, economist of the Federal Fish and Wildlife Service, explained the method to be followed in canning smelt for use in training camps and elsewhere by the armed forces, and probably also the method to be followed for civilian use of these fish which are caught by the millions in Northern waters of the two States mentioned. This, in connection with the proposed purchase of about 10,000,000 pounds of smelt by the Federal Government this Spring. The talk was given before a meeting of fishermen, cannerymen and cold storage men at Marinette, Wis., during April.

Meisnest said that the smelt would be canned like sardines. Sample cans of smelt were opened at the meeting, so that the men present, all interested in this industry, could taste them and compare the product with sardines. The samplers remarked that the fish tasted just like canned sardines. Explaining the process, which was developed by Cleveland, Ohio, canning Companies, but passed on to the industry in general for the duration, so that sufficient food will be assured, Meisnest said that the smelt, placed in brine, were steamed and then dried and cooled before they were hand-packed in cans. Three tablespoons of corn oil is added before sealing the cans, and then the cans are placed in a cooker. For this purpose, the food expert advised, cans can be obtained on short notice, as priorities are granted for this purpose to cannerymen.

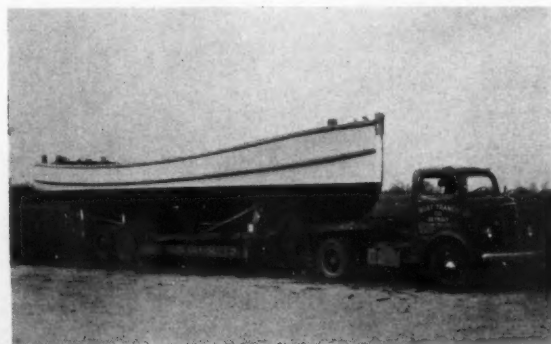
F. H. Dillwo, of the Larson Company, Green Bay, Wis., said that changes would be required in canning machinery and plant, but this could be accomplished readily, especially in view of the large quantity of canned smelt that would be put through the canneries of this section.

Meisnest also explained that, to compete with other low-priced canned fish, smelt should not cost more than 1½¢ per pound, in the quantities in which they would be ordered by the Government. In canning, he said, the smelt would have heads and tails cut off, leaving the fish firm when packed. Another process, Meisnest advised, that would be followed, would be that developed by the Cleveland concern, but made available to other cannerymen during the war; that is, the smelt would be frozen and stored and be canned at a future date when needed for shipment.

Fishermen and others in this section are enthusiastic about the millions of pounds of smelt that will be taken.

Fishermen Vindicated

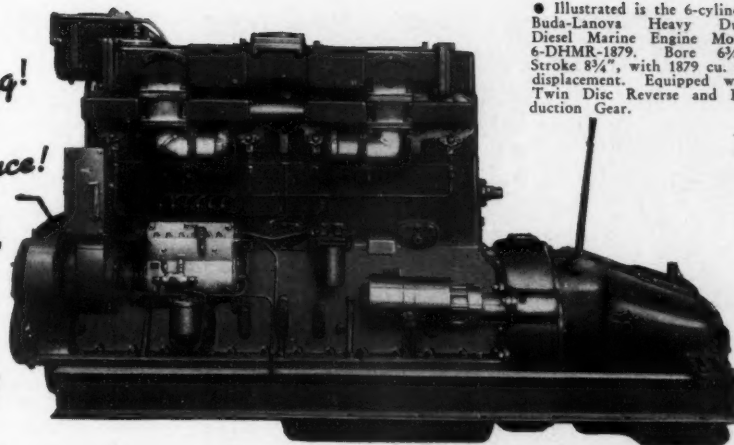
Five commercial fishermen from Two Rivers were vindicated April 22 by a Federal court jury in Green Bay of charges of illegal operation of their fishing tugs. Guy, Julian and Hugo Lafond were charged by State conservation wardens with trying to ram a boat seeking evidence against them. The alleged offense occurred on Lake Michigan, 15 miles off Two Rivers, on Aug. 6, 1940. The second case involved Everett Lafond and Stanley Tomachefsky, and is reported to have occurred on the same date, off Sheboygan.



This Mack tractor-trailer unit of the Boat Transit Co., Detroit, Mich., is engaged in overland transportation of boats from place of construction to coastal cities.

*Maximum Power!
Smooth Operation!
Easy Starting!
Less Maintenance!*

**These BUDA DIESEL
Advantages Are
Worth Having for
YOUR FISH BOAT!**



● Illustrated is the 6-cylinder Buda-Lanova Heavy Duty Diesel Marine Engine Model 6-DHMR-1879. Bore 6 1/4", Stroke 8 3/4", with 1879 cu. in. displacement. Equipped with Twin Disc Reverse and Reduction Gear.

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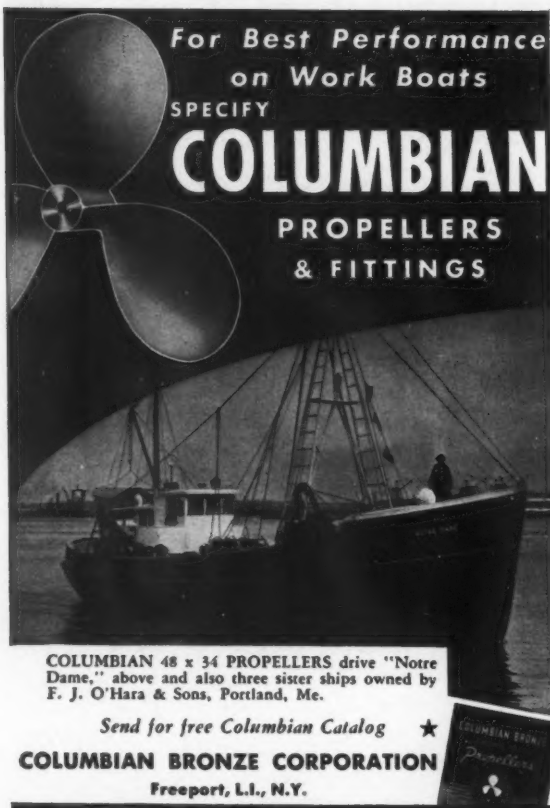
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says this bird.**

"It twists and it bends while I pull and I shake
And give it the works—but still it won't break."

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Manufactured and Sold by
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Write for Bulletin

New Brunswick Sardine Sales

By C. A. Dixon

WITH the prohibiting of the seining of herring with purse seines the second week in April, the production of sardines was cut down to a noticeable degree in Charlotte County, N. B., as many of the weirs in the county had not been repaired after the Winter ravages on property of that kind, and consequently were not in fit condition to catch fish for the factories. As if designed to compensate for the shortage in production on the Canadian side of the line, good catches of sardines were made in April in the Machias Bay area in Maine. Prior to that strike all of the fish used in the Eastport and Lubec factories were bought from fishermen operating seines in the Beaver Harbour-Lepreau region. Toward the latter part of the month, however, weirs at Lepreau, Pocologan, Mace's Bay, and Beaver Harbour were made ready to take fish and some fairly good catches were made. As evidence of the importance of purse seining of sardines in Charlotte County, chiefly by Grand Manan and Campobello fishermen, equipped with a vast total quantity of twine gear, is the statement in the monthly fisheries report of A. L. Barry, chief supervisor of the Eastern Fisheries Division, that approximately \$67,000 worth of sardines were sold by Southern New Brunswick fishermen (chiefly seiners) in the month of March alone, a figure which will cause considerable surprise when compared with those of the corresponding month in 1941 which was only one third of the former amount. It is estimated that no less than 5,000 hogsheads of sardines were caught by the seiners in March—a lot of fish, and a lot of money to be gathered in by a comparatively small number of fishermen, although there were said to have been about 400 in the crews which operated gear along the North shore of the county most of the Winter.

New Carrier

Recently a fine new boat, captained by Frank Hurley of Leonardville, one of the smartest sardine boatmen on the coast, has been put into commission. The boat, rebuilt from the keel of the *Alpha*, a former carrier owned by Connors Bros., is a fine addition to the fleet of this firm.

Sardine Prices High

Prices for sardine herring have ranged as high as \$25.00 a hoghead in some places, it is said, and one report from Machias Bay states that \$35.00 was paid there for fish. This latter named price is unusual and may have resulted from an auction bid, but such has not been confirmed. It is certain, however, that fishermen will receive good prices for their sardines all the year, possibly fifteen or twenty dollars a hoghead, even if fish should become plentiful—or at least that is the way one sardine man regards the situation across the border, where Maine packers would like to run their plants at capacity production every day in the week.

Bad News for Grand Manan

A Grand Manan dispatch reveals the fact that fishermen and fish dealers on the island are considerably perturbed over a government ruling. The dispatch reads: "No processor shall after the first day of May, 1942, prepare or pack any smoked fillets of smoked fish that are cut in two or more pieces and packed crosswise in any container." Notice to this effect received by packers of smoked fish and herring struck like a bolt from the blue, and after consultation they are still thunderstruck. Why the Fisheries Price Controller has seen fit to issue such a decree is beyond understanding here.

New Type of Can

Much interest is being evinced in the experiments said to be under way in regard to a type of can in which no tin is used, for the packing of sardines and other fish. That which has produced the best results, it is said, is of cans made of specially treated steel, completely resistant to corrosion and made like the standard tin can exactly, pressed or drawn. The substitute, of course, would not be as bright or attractive as the tin container. Some experiments with different material have been made, among them plastic, but there is nothing given out about their success. It is said that there is enough tin to supply the industry for the 1942 pack, but there is no surety that the same condition will prevail in 1943.

With the Vineyard Fishermen

By J. C. Allen

THE old story about the ham and eggs went to the effect that "if we had some ham, we could have some ham and eggs, if we had some eggs." Which sounds like the views of some kind of a cussed moron, except that it could be applied to present seasonable conditions around these bearings. If, for example, the Spring behaved normally, we would be enjoying a normal Spring!

Unfavorable Weather Conditions

The explanation of this asinine statement is simply this: things during the past thirty diems have gone along about as might be expected, under water. On top of water, things haven't changed much in a couple of months. It has been as cold as the devil, wet as the devil and has blown like hell most of the time. With these conditions prevailing, a mere landsman must wonder how in gawd's name a sea-skimmer has found any opportunity to catch himself fish enough to fill his own chowder kettle. And yet, by Godfrey, he has done it and then some!

The gang has accomplished it by working between breezes, for the elements have to knock off and get their wind just the same as a man, and in those slack spells, the boats have dropped their gear and made a dollar.

Flounders

Early in the month the flounders hit East of Nantucket and that location was the hotbed of activity for a spell. During that run, which lasted a couple of weeks, all hands were shoving off for the edge of the shoal, or in that general direction and fares were never heavier among the local vessels since Noah baited the first tub of trawl. That is, when it was moderate enough to get the gear to the bottom. There were times when it was so cussed rough that when the wings went over the side a man couldn't predict whether they would sink or sail right aloft over the masthead!

Haddock Running Good

In amongst this run of fish, they picked up quite a jag of haddock, and strangely, they were better than usual for the time of year. Early Spring haddock run heavy to heads and fins as a rule, but Nantucket has the edge on most localities in this vicinity, and produces a better grade of haddock than most. They picked up some halibut, too, which was a trifle unusual, but from all the dope that we can gather, the heft of the Eastern halibut marketed this season will be obtained in the same way—in the otter-trawls. We haven't yet heard of a halibuter fitting-out, although that is not strictly a guarantee that something of the kind hasn't happened.

Man and boy, we have lived in these latitudes and fished them to some extent, for nigh on to ninety years, more or less, but, by Godfrey, we have seldom, if ever, seen two Springs arrive alike, on the same date, or under the same circumstances! So with the fish that runs in Springtime, Nature and Neptune, working hand in hand, planning a nice little surprise package for all hands and the cook, by Judas!

Lobsters

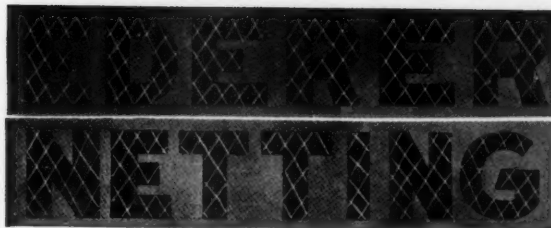
The lobster gear went over the side on schedule, which is to say, the early prospectors set a string or two just to try it out. And the second haul brought a fair catch, but all chickens. Last year things started off fairly brisk, with more large lobsters than common. But the water is still icy, and no respectable lobster would be seen under way in it, unless he wore a mackinaw and mittens.

Striped Bass Laying Low

Same way with the striped bass, which, traditionally, follow the herring, and usually do. Maybe they are laying chin-deep to a giraffe, but up to May 1 not a darned fish had been seen, let alone caught!

But things aren't half bad, and the trap gear is about ready to go in, so that the twine can be hung before the wild pear blooms. And in the meantime there has been a chance to improve the shining hour now and then when the wind breezed offshore, for the perch have run.

(Continued on next page)



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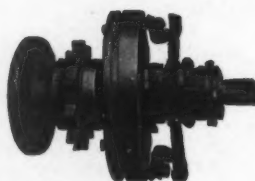
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Kinney Clutches have proved their dependability in years of service on fishing boats.

Write to us or to the nearest dealer listed for Bulletin and prices.

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Good Prices for Perch

Perch, as our old-timers know them, are a salt water fish, and have always been treated as such in Vineyard waters. They come into the great ponds, in Spring, and there is real fishing in those waters. Men who really know what to do with a pair of hand-lines can bait up with clam-worms and the like, and land a couple or maybe three boxes of fish in a day. With the fish bringing fifteen cents a pound, this helps on the eating tobacco bill during a breezy spell, and don't make any mistake about that! Some of these fish weighed a couple of pounds and none of 'em went less than a pound apiece.

Shellfish Still Flourish

Maybe it ought to be mentioned that the Vineyard shellfisheries are still stacking up well in some departments, namely, the quahaug or hard clam of tradition. There are apparently spots on the sea bottom around here where the quahaugs lay three feet deep and so close together that they can't turn over in bed!

Long Island Activity

THE men engaged in lobstering are counting on a good season. The catch is fair for the start of the season.

The minimum legal size limit of lobsters is to be increased from 3 1/16" to 3 1/8" according to a bill now in Albany. This will increase the minimum size limit from about 3/4 of a pound to a pound. Maine and Massachusetts have already legalized this size. Since there is no opposition to the bill, it will no doubt be passed. The effective date of the new size limit is July 1.

Good Fishing

The run of weak-fish in the bays was fair the first part of May for the commercial fishermen.

River shad also made a good showing both on the South and North shores.

Mackerel fishing got under way about May first, quite satisfactorily.

Some of the firms are finding squid in the Sound.

Clams, both soft and hard, which have yielded well during the Winter, are still being shipped in large quantities.

Eight trap-fishing firms are on the grounds from East Marion and one from the Orient. Brooks Brothers, which is the firm from the Orient, caught eighty (100 lb.) boxes of river shad in Gardiners Bay the latter part of April, which brought a neat sum.

Connecticut Starfish Decrease

A SURVEY of the distribution and occurrence of starfish on Connecticut oyster beds was conducted during the second part of April. This survey was made in co-operation with the State Commission of Shellfisheries, whose boat *Shellfish* was recently repaired and is now available for routine work. The area surveyed extended from Branford Harbor to the Black Rock Harbor, West of Bridgeport.

As a result of the survey the following report is made by Dr. Victor L. Loosanoff of the Milford Fishery Biological Laboratory. The total number of starfish dredged on this survey was considerably smaller than that recorded a year ago in April, 1941. However, the decrease in the number of starfish was not of the same magnitude in all sections. The least noticeable decrease was found in Section 1, which includes the New Haven and West Haven oyster growing areas.

Section 2, extending from Merwin Point to Charles Island, also showed little if any decrease in the number of starfish. This is especially true of the Eastern part of this section which adjoins a large uncultivated area.

Enough evidence has been accumulated during the last 7 years to show that this uncultivated area has been serving as a starfish breeding center from which these animals invade adjacent lots of Sections 1 and 2.

A very significant reduction in the number of starfish has been noted in all 3 sections West of Charles Island. Section 3, between Charles Island and Stratford Point, which 2 years ago was the most heavily infested, now shows but a few starfish. As compared with last year, Section 4 shows a still further decrease in the number of starfish and is now almost free of them. In the 5th section a large starfish population still exists on deep water beds but medium deep lots, as well as the Natural Bed, have but a few pests left at this time.

What's the Matter With American Fish Hook Makers?

FISH hooks are such simple things that the idea of there being a production problem in connection with them scarcely occurs to the average commercial fisherman. The difficulty that American manufacturers seem to have in supplying normal requirements has puzzled many operators. It has even annoyed some of them who have been asked what they thought were foolish questions about their fish hook needs in normal times. European manufacturers had no difficulty in supplying hooks without asking a lot of questions, so why should American manufacturers be so inquisitive?

The truth of the matter is that, with a hundred or more years of marketing experience behind them, European selling agents knew more about our fish hook requirements than we did ourselves. They didn't need to ask. Knowing within a few hundred thousands how many hooks of each kind a fishing area normally absorbed, they planned their production a full season ahead and had ample stocks on hand to meet all reasonable demands. American manufacturers, without this authentic information, had no basis for building up advance stocks. The chances were all against them if they gambled blindly. Yet natural objections to answering leading questions kept commercial fishermen from supplying to American manufacturers the very information that would have insured better service right now.

There is no doubt that American ingenuity will eventually solve this hook manufacturing problem. In point of quality the answer has already been given. Built to order steels are definitely superior to any natural ore. Scientific hardening and tempering equipment, while not so picturesque as "ye olde craftsman's practised eye" is nevertheless a more certain guarantor of quality. And we all know that well-built automatic machinery is bound to turn out a more uniform product than any hand operated equipment. Where, then, is the trouble?

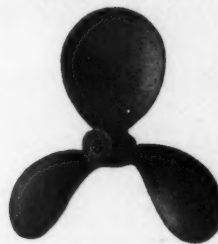
Many hook users will tell you that there is no trouble—that the problem has been solved. Prices are, perhaps, a bit higher than they used to pay for imported hooks, but they are less in proportion than the difference between American and European wage scales. And it should be remembered that the very cost of the hook steel is based on higher wages paid to wire drawers, steel makers, railroad men, Great Lakes shippers and the long line of American workmen extending right back to the iron ore miners of Minnesota's famous Mesaba Range. Users don't question the quality of American-made hooks. In fact, Icelandic fishermen who bought American hooks only because the European supplies had been shut off, report that the American-made hooks were superior to any they had formerly used. Clearly, the objection is not to American-made hooks, but to the difficulty of getting them. It is more difficult, and here's why.

European selling agents filled orders from stocks on hand while American manufacturers are, for the time being, forced to make the hooks on practically a "to order" basis. The fault is not with American manufacturers but rather with the circumstances in which they find themselves. They may not operate their automatic machinery on the all-out mass production basis for which it was designed. They are forced to produce lots of tens of thousands instead of tens of millions.

Suppose, for example, that you want one hundred thousand hooks of one size and style. That classes you as a big quantity user. But in manufacturing terms it is less than one-half day's production at the Bill DeWitt factory in Auburn, N. Y. Obviously this is no "meat" for automatic machinery, but in this emergency, production schedules are laid out, not for utmost efficiency of manufacture, but for the best service to the industry as a whole. At every opportunity when a machine is set up for a popular hook style, a few hundred thousands "for stock" are run in addition to the quantity actually on order. But these stocks seldom last longer than it takes to let field representatives know that they are available.

That being the situation, what can the average commercial hook user do to help himself? The answer is simple. First he should file an order for his immediate needs, using form PD 1-C which gives him a priority rating of A-2 or better. This

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guarantees him the fastest possible service because the fish food industry ranks second only to actual armament needs in its importance to defense. Second—and he should do this at once if his immediate needs are not urgent—he should advise the manufacturer of his normal yearly requirements. This doesn't mean placing an order or even promising to buy any hooks at any later date. It simply means that he is giving the American manufacturer some hint of the information which his European competitor has accumulated over a long period of years. Suppose you normally buy only five thousand hooks of one size in a year. You may think the manufacturer will not be interested in planning to serve you. But your five thousand and a few dozen more operators' five thousands add up to important prospective business.

Bill DeWitt says the important thing is not just how many hooks the industry uses all together, but how many of each style and size. He points out that he will eventually have to tool up for from three to five thousand items. So his tool-making department has its work cut out for years ahead. That fact makes it plain why you ought to make your needs known.

Colley-Maier, Inc. Organized

A NEW organization, Colley-Maier, Inc., has been formed through the combining of Maierform of America, Inc., and the office of George A. Colley, Naval Architect and Marine Engineer.

Both Mr. Colley and W. K. Maier of Maierform are well known in marine circles, and the consolidation of their facilities and personnel will give clients the maximum in service.

The new company has complete facilities for the design, engineering and supervision of new construction, repairs, and conversion of all types of vessels, including fishing trawlers and draggers.

A modernly appointed office, with ideal accommodations for drafting and conference work, has been opened at 92 State Street in Boston. A New York office is maintained at 25 West 43rd Street.

170 Tons of Iron Ore Salvaged by Willard

YOU would hardly expect to find almost 170 tons of iron ore in a storage battery plant. Yet, the equivalent of that much iron ore is what turned up at the Willard Storage Battery Company during the current drive to collect scrap metal for use in making war equipment.

Soon after the nation-wide campaign was announced, B. H. Shaffer, Willard's Factory Manager, ordered every nook and corner of the Cleveland plant searched for every ounce of metal that was no longer serving a useful purpose.

The mountain of scrap metal that piled up contained 149,500 pounds of machinery and equipment that had become obsolete, and 18,950 pounds of other scrap metal. That totals approximately 85 tons. In making steel, one ton of scrap iron may take the place of one of pig iron. And two tons of iron ore are required to produce one ton of pig iron. So the 85 tons of scrap collected by Willard is the equivalent of almost 170 tons of iron ore.

Caterpillar Personnel Changes

A PPOINTMENT of E. W. Jackson to the position of Assistant to the President, and the promotion of D. O. Nash to succeed Mr. Jackson as General Service Manager, are announced by L. B. Neumiller, President of Caterpillar Tractor Co., Peoria, Ill.

Also announced are the appointment of Gail E. Spain to the position of Vice-President, and the promotion of John Q. McDonald to General Sales Manager.

Mr. Jackson had been General Service Manager since January, 1937. Mr. Nash joined "Caterpillar" at San Leandro, California, in 1937.

Mr. Spain, who has been General Sales Manager since November, 1940, will move to "Caterpillar's" San Leandro office to direct activities there and co-ordinate operations with those in Peoria. Mr. McDonald has served as Export Sales Manager since, May, 1940.

To Survey Canned Food Supplies

A NATIONWIDE inventory of supplies of canned foods will be taken by the Department of Commerce on May 29 for the Office of Price Administration. This inventory is designed to provide for the first time complete current information on total and regional supplies of processed foods.

The Bureau of the Census will handle the huge job of obtaining information from some 2,500 canners and 15,000 wholesalers, warehouses of food chains and other wholesale distributors of canned foods. This Bureau also will compile and tabulate, by regions, stock and movement data covering some 50 canned vegetable, fruit and fish items by permitted can sizes.

Analyses of the current canned food situation based on this information will be made by the Bureau of Foreign and Domestic Commerce for the Office of Price Administration and other Government agencies which require various parts of these data in working out their price, supply, and purchase programs.

Following the May 29 inventory, the plan is to have the Department of Commerce obtain each month current information on processed foods.

One feature of the May 29 survey covers canners' storage capacity. Storage may present a serious problem to some canners this year because of the large percentage of major packs ordered reserved by the War Production Board for Government purchase. The survey may demonstrate the necessity for Government aid in solving this problem.

The new No. 10350 Shipmate 100% insulated oil-fired range.



New Oil-Fired Shipmate Range

A FEATURE of the equipment on the *Golden Eagle*, new addition to the Gloucester fleet, is a No. 10350 Shipmate 100% insulated, oil-fired range, a new model manufactured by the Stamford Foundry Co., Stamford, Conn.

After several good fishing trips, the entire crew of the *Golden Eagle* reports full satisfaction with the performance of this new range.

Fishermen have long desired to be able to use Diesel engine fuel oil for operating galley ranges. The new Shipmate range is the result of several year's development work, and is designed to meet the peculiar conditions of fishing boat service.

In the past, one of the principal objections to oil burning ranges has been the excessive amount of heat which they produced in the galley. To overcome this, Shipmate has developed an oil burner which is capable of operating on a very small quantity of oil, as little as one-half pint per hour. They have provided also, complete insulation of the range on all external surfaces except the top.

By utilizing the space under the overhang of the top on the sides and back, the insulation has been provided without increasing the overall dimensions of the range. The bottom is extended to join the outer walls which enclose the insulation packing. The oven door and range bottom are also insulated.

The oil burning range is available in six models, with or without the 100% insulation feature. The insulation feature is also now available in the Company's six coal burning models.

The oil burner in the new Shipmates is simple in construction, and has very flexible, easy-to-operate controls. Air in governable amounts, for complete oil combustion, is supplied by a 60-watt motor blower unit. Motors are available for 6, 12, 32, and 115 volts DC, and 110 volts AC.

MURPHY DIESEL COMPANY, Milwaukee, Wis.

CARTER'S VICTOR BRAND OILED SUITS

For Fishermen



They give long, dependable service

J. F. CARTER CO.

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De Witt
AMERICAN-MADE
FISH HOOKS

Better
**BECAUSE THE STEELS
ARE BUILT TO ORDER**

FIFTY years ago hook makers had to depend upon natural ores for basic fish hook quality. But today, American metallurgists are manufacturing steel alloys better suited to fish hook use than any natural mineral.

Thus, in the first essential of fish hook quality, DeWitt has what it takes to produce, from American materials, fish hooks of quality unsurpassed by any heretofore available.

How many do you use?

By letting us know your yearly fish hook requirements by styles and sizes, you will be doing your part to insure an ample supply of the hooks you'll need in the years to come. In supplying this information, you will not obligate yourself to buy a single hook either now or in the future.

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In Several Sizes**
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